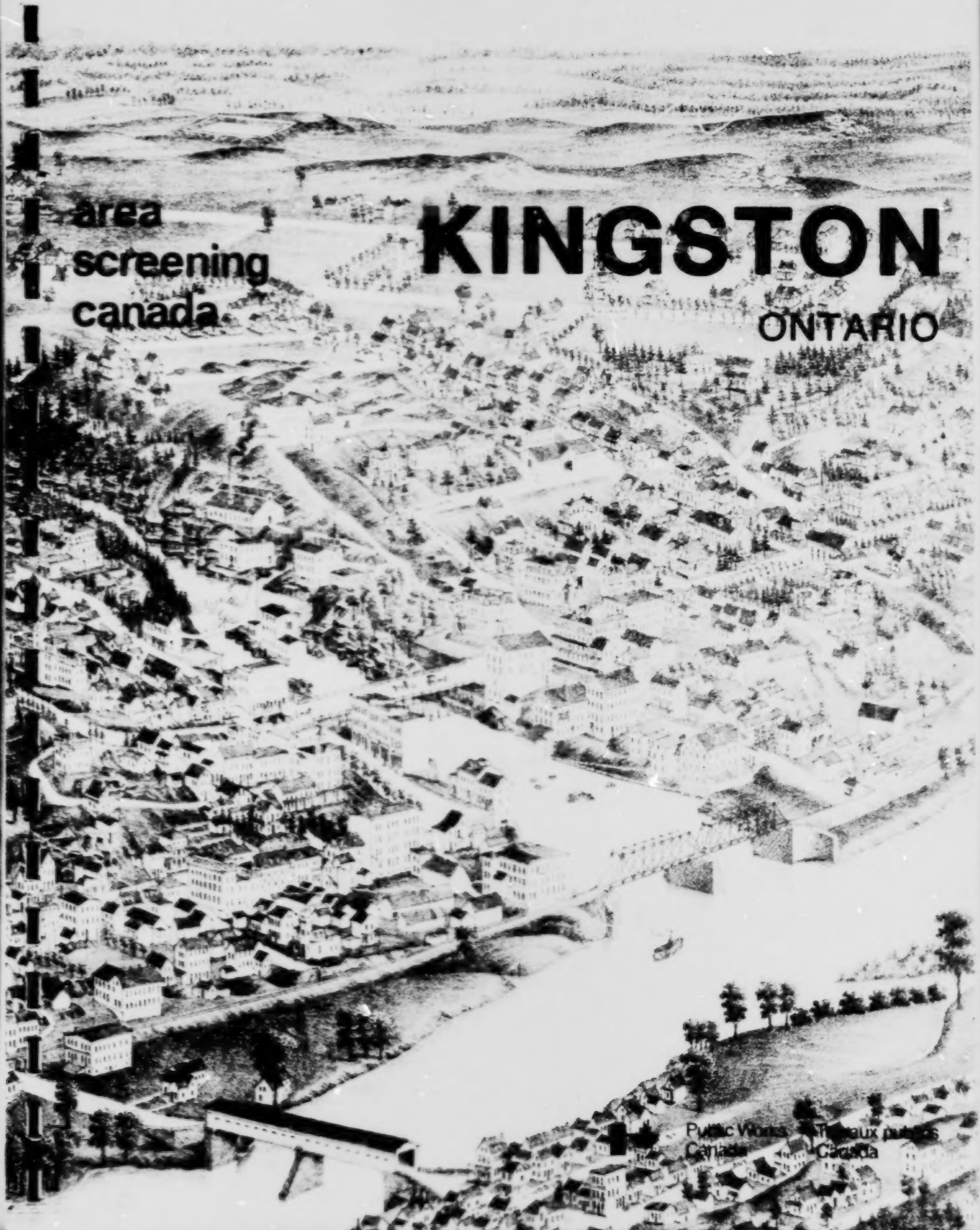
area
screening
canada

# KINGSTON

ONTARIO



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# KINGSTON

PREPARED BY
PUBLIC WORKS CANADA
REAL ESTATE SERVICES DIRECTORATE

Minister of Supply and Services Canada 1983
Cat. No.: W67-1/43-1983E
ISBN 0-662-12401-4

OTTAWA 1983

## PREFACE

Real Estate Services Directorate of Public Works Canada, on behalf of the Treasury Board Advisory Committee on Federal Land Management (TBAC/FLM) carries out the Area Screening Canada Program to assist in the implementation of the Federal Land Management Policy approved by Cabinet in 1973. The basic principle of this policy is that federal lands should be managed so as to combine the efficient provision of government services with the achievement of wider social, economic and environmental objectives.

In order to help fulfill this policy principle, the on-going Area Screening Canada (ASC) Program systematically reviews the current use of federal landholdings in selected study areas across Canada. Each ASC report includes a map of government landholdings located within the study area and an urban profile which presents selected information on social, economic and environmental factors as well as trends that may have an impact on federal real property management. Land planning objectives of the various levels of government have been compiled to supplement the profile and following general description of the characteristics of the overall federal presence all landholdings are individually examined in their particular local context.

Public Works Canada gratefully acknowledges the participation of the Treasury Board Advisory Committee on Federal Land Management and other federal departments in the Area Screening Canada Program, especially Environment Canada which provides expert advice on matters of environmental concern. A special thanks is extended to those federal and provincial departments and municipal organizations that provided information and data essential to the preparation of the individual reports. Appreciation is also extended to Public Archives Canada for the provision of the illustration depicted on the cover, which was taken from an exhibition of panoramic maps entitled "Birds-eye Views of Canadian Cities".

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## EXECUTIVE SUMMARY

The historical Kingston Area is located near the eastern end of Lake Ontario, 259 km northeast of Toronto, and 134 km southwest of Ottawa. The Area is comprised of the City of Kingston and the adjacent urbanized areas of Kingston Township to the north and west, and predominantly rural Pittsburgh Township to the east.

Kingston is an important institutional and tourist centre. Government, service, education and administration institutions dominate Kingston's economy; and their service function extends far beyond the immediate region.

Traditionally Kingston's large harbour exerted a strong influence on transportation and industry in the area. No longer a major commercial port, Kingston Harbour has become an increasingly popular recreational asset. Local government policies stress the improvement of public access to the harbourfront and the preservation of its historic quality.

# KINGSTON

ONTARIO
JAMES BAY
KENORA
THUNDER BAY
TIMMINS
LAKE SUPERIOR
SAULT STE. MARIE
SUDBURY
NORTH BAY
MONTREAL
OTTAWA
CORNWALL
GEORGIAN BAY
LAKE HURON
LAKE MICHIGAN
KINGSTON
PETERBOROUGH
MISSISSAUGA
TORONTO
LAKE ONTARIO
WATERLOO
KITCHENER
HAMILTON
NIAGARA FALLS
LONDON
DETROIT
WINDSOR
LAKE ERIE
100 50 0 100 200 Statute Miles
100 0 100 200 300 Kilometres

## 1.0 INTRODUCTION

The City of Kingston is located near the eastern end of Lake Ontario at the confluence of the Great Cataraqui and St. Lawrence Rivers. This historic community is situated 259 km northeast of Toronto, and 134 km southwest of Ottawa.

For the purpose of this report, the study area will comprise the City of Kingston and the adjacent urbanized areas of Pittsburgh Township, to the east, and Kingston Township to the north and west of the City. Lake Ontario lies to the south. Approximately 98,000 people resided in this 200 $km^2$ area in 1982.

Nearly one-half of Frontenac County, within which the municipalities lie, is covered with lakes, rivers and marshes, with rock outcroppings characteristic of the Canadian Shield. Urban growth radiating out from Kingston is restricted to some degree by the terrain, other physical barriers and the lack of adequate municipal services. Consequently, urban development has tended to spread in an eastward and westward direction, with predominant expansion to the west.

Within the Kingston area there are a number of large, well established military, educational, historical and correctional institutions whose labour market is the Kingston area but whose service function extends far beyond the region.

The material for this study was collected in 1981. The property section was updated in 1983.

## 2.0 URBAN PROFILE

### 2.1 ECONOMIC CONTEXT

The Kingston Area has traditionally been a strong institutional centre. Various governmental, educational, and administrative services located within this region provide stability in the local economy. The region's major institutional employers include Queen's University (3500 employees, 1977)[1], the Canadian Forces Base Kingston (2862 employees, 1979)[2], five hospitals (1600 employees, 1977)[3], and three Federal penitentiaries (1071 employees, 1980)[4]. A high proportion (55 per cent) of the Kingston Area labour force is employed in service, public administration and defence functions, compared to the Ontario average of 35.5 per cent (see Table 1).

In contrast to the rest of Ontario and Canada, manufacturing is not the major source of employment in the Kingston Area (Table 1). Less than 14 per cent of the work force is employed by primary and manufacturing industries. The largest local industrial employer is Dupont (2000 employees, 1978)[5], followed by Alcan Canada Products Ltd (1614 employees, 1979)[6] and Northern Telecom (645 employees, 1978)[7].

Table 1

Labour Force by Industry, 1971

| Industry | Kingston Area* (%) | Ontario (%) | Canada (%) |
|---|---|---|---|
| Primary | 1.3 | 5.4 | 8.3 |
| Manufacturing | 12.0 | 24.4 | 19.8 |
| Construction | 6.1 | 6.1 | 6.2 |
| Transportation & Communication | 4.7 | 6.6 | 7.8 |
| Trade | 12.8 | 14.8 | 14.7 |
| Finance, Insurance & Real Estate Services | 3.4 | 4.6 | 4.1 |
| Community, Business & Personal Services | 36.6 | 23.5 | 23.7 |
| Public Administration & Defence | 15.0 | 7.4 | 7.4 |
| Other | 8.1 | 7.2 | 8.0 |

Source: Statistics Canada, 1971 Census Data

*The Kingston Area includes the City of Kingston, and the Townships of Kingston and Pittsburgh.

Recently the Kingston Area Economic Development Commission (KAEDC) was established in order to attract industry to the district (including the adjacent Township of Ernestown). Because the four municipalities share common labour, retail and service markets, it was determined that this cooperative approach would be of benefit to each local area. The industrial function of the area lacks depth and diversity, particularly in the manufacturing sector. Only five factories employ more than 200 people. No significant industrial development is scheduled for the immediate future; however, there is optimism for growth within the institutional sector. Correctional Services Canada (CSC) is planning a new Federal Health Centre in Kingston Township.

In the spring of 1983 the Provincial Government will open a new $17.75 million office complex in the City of Kingston which will add approximately 900 new positions to the Kingston economy.

Tourism continues to assume an important role in the economic fabric of the Kingston Area. The number of tourists visiting the area has increased by nine per cent between 1976 and 1980. Provincially, only Toronto, Niagara Falls and Ottawa host more tourists.[8] The 46 hotels and motels in the vicinity are becoming major seasonal employers.

The institutional nature of Kingston will be strengthened in the near future. This will maintain the stability of the local economy. Local politicians have identified the need to broaden the economic base by expanding the manufacturing sector. Efforts are also being made to strengthen Kingston's position as a major tourist centre.

## 2.2 POPULATION

Table 2

Population Growth, 1961 - 1979, Kingston Area

| | Population | Average Annual Percentage Change | | |
|---|---|---|---|---|
| Year | Kingston Area | Kingston Area | Ontario | Canada |
| 1961 | 72,992 | 2.52 | 2.2 | 1.9 |
| 1966 | 82,199 | 0.9 | 2.1 | 1.6 |
| 1971 | 85,875 | 2.12 | 1.1 | 0.9 |
| 1976 | 94,971 | 0.66 | | |
| 1979 | 97,414 | | | |

Source: Statistics Canada, 1961, 1966, 1971 Censuses
Assessment Population: 1976, 1979

Population growth in the Kingston Area since 1961 has been sporadic (See Table 2). The area's population increased at a rate greater than the national and provincial averages between 1961-1966 and 1971-1976. The other five year time periods were characterized by lower than average growth rates. The 1980 population of the Kingston Area was 97,981.

Table 3

Population Growth*, 1961-1979,

| Year | City of Kingston Population (Average Annual Percentage Change) | Kingston Township Population (Average Annual Percentage Change) | Pittsburgh Township Population (Average Annual Percentage Change) |
|---|---|---|---|
| 1961 | 53,526 | 10,442 | 9,024 |
| | (2.0) | (4.88) | (2.62) |
| 1966 | 59,004 | 12,985 | 10,210 |
| | (0.02) | (6.8) | (-1.48) |
| 1971 | 59,045 | 17,387 | 9,443 |
| | (0.6) | (8.44) | (-1.2) |
| 1976 | 60,902 | 24,737 | 9,332 |
| | (0.03) | (2.03) | (1.1) |
| 1979 | 60,954 | 26,241 | 9,649 |

Source: Statistics Canada 1961, 1966, 1971 Censuses
Assessed Population 1976, 1979
*See Table 2 for to population change figures for Ontario and Canada

City of Kingston: Except for the moderate population growth in the 1961-1966 period, the population of the City has remained quite stable (see Table 3). Slow growth may be attributed to the migration of young families to the suburbs, specifically Kingston Township.

Kingston Township: The population of Kingston Township has more than doubled over the last 15 years. However, since 1976 there has been a marked decrease in the growth rate. Rising housing costs have slowed the rate of migration of city dwellers to the Township, which has resulted in the renewed popularity of city housing.

Pittsburgh Township: The population of Pittsburgh Township has not changed significantly during the last 20 years. Approximately one-half of the Township's total population resides at the Canadian Forces Base. Fluctuations in the growth rates reflect transfers within the Department of National Defence.

Table 4

Population Projections 1983-1993

| | 1978 | 1983 | 1988 | 1993 | Projected Average Annual Change (%) |
|---|---|---|---|---|---|
| City of Kingston | 61,088 | 61,633 | 62,178 | 62,723 | 0.17 |
| Kingston Township | 25,153 | 28,278 | 30,744 | 32,424 | 1.90 |
| Pittsburgh Township | 9,838 | 10,154 | 10,595 | 10,980 | 0.80 |
| Total Kingston Area | 96,079 | 100,065 | 103,517 | 106,127 | 0.70 |

Source: City of Kingston Planning Department, May 1979

The Township of Kingston has projected growth rates of between 4.5 per cent and 6 per cent in its Municipal Housing Statement and Official Plan. City planners consider this to be an optimistic estimate, and project a more conservative 2 per cent annual growth rate for the township and 0.7 per cent for the entire Kingston urban area. Relatively low housing costs and reduced municipal taxation available in the Townships have, until recently, caused considerable out-migration of city dwellers. However, several factors, including higher energy costs, the rise in mortgage rates and increased land servicing costs, have lessened the financial advantages of rural living. Consequently, local planners predict a slowdown in the Township's growth, and based on recent trends, a return to population growth in the central city.

## 2.3 URBAN STRUCTURE

### 2.3.1 General Structure

The City of Kingston has historically been the focus of urban development in the Kingston Area. In recent years, urban development has expanded into the adjacent townships creating the present pattern of "controlled urban sprawl". The Township of Kingston is no longer a predominantly rural municipality, as approximately 80 per cent of the population, and an increasingly large proportion of the land base, is urban oriented. The Township of Pittsburgh, however, still retains its rural character since almost one-half of the Township's population is associated with the Canadian Forces Base.

Several large parcels of land in the Kingston area are occupied by institutional land users, including correctional and educational institutions and CFB Kingston. Two other major land users are the Norman Rogers Airport in Kingston Township and Alcan Canada Products Ltd, located in the city.

The majority of the city's commercial land is located in the CBD, the area bounded by Division, Queen and Johnson Streets and the Harbourfront. Commercial properties also occupy both sides of Princess Street and Bath Road. This is in direct contrast with Kingston Township whose four shopping centres dominate the commercial facilities of the Township.

Both the City and Township of Kingston have adequate land area reserved for industrial purposes located adjacent to Highway #401. Pittsburgh Township has a small industrial park at Codes Corners. Existing industries are located to the south and east of these industrial parks and along the waterfront in Kingston Township.

Much of the remaining land within the city is occupied by low density residential housing. Higher density housing is being developed along major traffic arteries and along the harbourfront. Housing in the Townships is predominantly single family detached.

The Kingston area has extensive recreational land. The Cataraqui Conservation Authority operates two large parcels of land for conservation purposes, which are available for public use. The City also operates a number of recreational facilities and neighbourhood parks, particularly along the waterfront. Kingston, site of the 1976 Olympic yachting competitions, has ample marina facilities. Cedar Island, a part of the St. Lawrence Islands National Park, is situated within Pittsburgh Township.

### 2.3.2 Transportation

Kingston, primarily because of its history and its location halfway between Toronto and Montreal, is well serviced with links for several modes of transportation.

Highway #401 and to a lesser extent, Highways #2 and #33, are the major east-west routes. The major north-south route is Highway #15 which parallels the Rideau Canal and connects Kingston with the Ottawa district.

Within the City, Kingston's major arteries radiate from the CBD toward the Townships. The road network is undergoing expansion; several major roads within the City are being widened and/or extended to improve the overall efficiency of the system. Among these, Sir John A. Macdonald Blvd., a major north-south artery, will be extended to Highway 401. A new

major east-west artery through Kingston Township to Highway #33 in Ernestown Township is currently being built. This westerly extension of County Street, called Taylor Blvd., will provide relief from the congestion of Hwy. #33.

Another proposal calls for the development of major arteries across the Collins Bay (see 4.2.8) and Frontenac Institutions (see 4.2.9).

Recently, the City of Kingston, in cooperation with the two adjacent townships and the Ontario Ministry of Transportation and Communications produced a transportation study outlining three alternative road networks for the city. The study is presently being circulated for public input. The favoured route includes the construction of a new bridge across the Great Cataraqui River. A new north-south artery is contemplated for the rarely used CN-CP right of way running parallel to the Great Cataraqui River.

Public transit services are available in both the City and Township of Kingston. Pittsburgh Township, due to its predominantly rural character, is served only by city transit connections to CFB Kingston. Improvements in the transfer between city and township transit systems are currently under consideration.

The City-owned Norman Rogers Airport accommodates commercial, corporate and recreational aircraft. The airport is one of the busiest airfields without a control tower in Ontario.

Kingston Harbour ranks twenty-second among the eighty Great Lakes ports in volume of traffic. Although the port is no longer of major significance for cargo shipment, it continues to provide extensive service and repair facilities for marine vehicles. The operating dry dock in the inner harbour is the only facility of its kind between Toronto and Montreal. The harbour is formed by three bodies of water, the Cataraqui and St. Lawrence Rivers and Lake Ontario. In addition it serves as the southerly entrance to the Rideau Canal, a popular route for recreational crafts.

Both the CN and CP railways serve the Kingston area. Several of the major industries are dependent upon rail service. Plans call for the eventual removal of the underutilized lines which extend from Kingston Station to the centrally located Crown-owned Place d'Armes property (see 4.2.25).

### 2.3.3 Commerce

Kingston's Central Business District has traditionally served as the focus for commercial activity in the Kingston Area. This historic downtown area, centred on Princess Street, has experienced progressive deterioration over the years. Recent improvements, however, indicate a renewed interest in the CBD.

The area's best known restaurants, specialty shops, theatres and hotels are located downtown. Government services, lawyers' offices and the head office of Empire Life Insurance Co. further establish the economic viability of this commercial centre. Kingston has only one shopping centre located outside of the CBD. Its presence has drawn a considerable volume of commercial activity away from the CBD.

In contrast to the City, Kingston Township's commercial activity is focused on four plazas. Strip retailing has also developed along some major roads. The growth of the suburban shopping facilities has been at the expense of retail activity in the CBD. In 1966, 42.2 per cent of retail sales originated in the CBD while shopping centres garnered 28.2 per cent. Ten years later the proportions were 36.1 per cent and 42.4 per cent respectively.

A recent Ontario Municipal Board decision in favour of a regional shopping centre proposed for the southwest corner of Gardiners Road and Hwy. #2 has created some concern among City officials and the Downtown Businessmen's Association. It is felt that this development will have a detrimental effect on business in the CBD. A proposal to establish a large shopping mall in the downtown core, was supported by City planners. However, the developer recently announced that the proposal would not proceed in view of the intention of Cadillac Fairview to proceed with the mall in the Township of Kingston. Nevertheless, the market for downtown shopping is expected to increase as several high density residential developments are nearing completion along the City's waterfront and adjacent to the CBD. In addition, the downtown is strengthening its position as the focal point of tourist activities.

### 2.3.4 Industry

Historically, industry has located along the waterfront because of transportation requirements. Proximity to Hwy. #401, access to railway facilities and the servicing of municipal land now replace the harbourfront as requisites for industrial development.

With the exception of the waterfront north of the LaSalle Causeway and south of River Street, most industry is located inland. Alcan has the largest heavy industrial property in the city, located northwest of Princess Street and Sir John A. Macdonald Blvd. Light industries are located along the railway lines on both sides of Division Street and south of Hwy. #401. The manufacturing plants of Dupont Ltd. and Northern Telecom are located in Kingston Township. Due to the vast quantity of water necessary for the production of nylon, Dupont is situated along the waterfront. Pittsburgh Township is largely an agricultural township and hence has no major manufacturing industries.

The City and Township of Kingston have adequate land reserved for industrial development. The area bounded by Hwy. #401, Division and Counter Streets contains a 182 ha City-owned industrial park, 121 ha of which are fully serviced. The Township has an 81 ha industrial park at the northeast corner of Hwy. #2 and Gardiners Road, one half of which is serviced at present. Pittsburgh Township has plans for a small industrial park at Codes Corners.

Recently, Superior Fire Trucks announced the establishment of a plant in the Kingston area. Alcan Ltd recently transferred some of its research operations to Kingston. Despite this slight increment in industrial development, the area continues to suffer from a lack of industrial diversification and has been unable to attract sufficient middle-range and research and development type industry.

### 2.3.5 Institutions

Kingston is primarily a government, service, education and administrative centre. The institutional sector employs approximately 50 per cent of the labour force in the Greater Kingston Area[9]. The area's major institutions include Queen's University, the Royal Military College, St. Lawrence College of Applied Arts and Technology, four federal penitentiaries, five hospitals and a military base.

A large proportion of the urbanized Kingston area is occupied by institutions. Canadian Forces Base Kingston in Pittsburgh Township and the Collins Bay and Frontenac Institutions in Kingston Township are particularly large land users, and have a significant effect upon urban growth patterns. In the city, the presence of federal penitentiaries and education facilities have a similar effect. Although large institutions pose potential planning problems, their economic input and social contribution renders them invaluable to the Kingston Area. It is estimated that Queen's University contributes $30 million to the local economy annually. Education facilities also provide a variety of entertainment and social activities.

Several new institutional facilities have been proposed for the Kingston Area. The Provincial government is to construct a $17.75 million government office complex, providing 900 jobs, at their Place d'Armes property. Queen's University has initiated a multi-million dollar development and Correctional Services Canada has proposed to build a Federal Health Centre on the Frontenac Institution site (see 4.2.9).

### 2.3.6 Housing

Table 5

Existing and Proposed Additional Housing Stock
City and Township of Kingston

| Municipality | Single Detached | | Duplexes, Townhouses | | Apartments | | Total | |
|---|---|---|---|---|---|---|---|---|
| | Exist. | Add'nl | Exist. | Add'nl | Exist. | Add'nl | Exist. | Add'nl |
| City | | | | | | | | |
| # of units | 8,013 | 304 | 4,707 | 806 | 10,021 | 5,387 | 22,741 | 6,497 |
| % of total | 35.3 | 4.7 | 20.7 | 12.4 | 44.1 | 82.9 | 100 | 100 |
| Township | | | | | | | | |
| # of units | 5,259 | 1,993 | 1,017 | 2,692 | 988 | 906 | 7,264 | 5,591 |
| % of total | 72.4 | 35.6 | 14.0 | 48.1 | 13.6 | 16.2 | 100 | 100 |

Source: City of Kingston Planning Department. Residential Development Potential 1979. Township of Kingston, 1979. Municipal Housing Statement.

The City of Kingston has an above average proportion of rental units in its housing stock (57.2 per cent compared to the provincial average of 37.4 per cent). The high demand for rental housing can be accounted for by the large post-secondary student population. In neighbouring Kingston Township less than 20 per cent of the population resides in rental accommodation.

Suburban Kingston and Pittsburgh Townships have a predominantly low density housing stock, as do the peripheral areas within the city. The recent popularity of low cost single family housing in Kingston Township has resulted in decreased numbers of persons per unit in the city.

Kingston has a very high proportion of pre-1920 housing stock. Most of these older dwellings have been well maintained and many have been converted into apartment units. One older area located north of the CBD, has benefitted from the implementation of a redevelopment plan in 1975 under the Neighbourhood Improvement Program (NIP).

Residential development in the Township of Pittsburgh is concentrated in three areas. These include: the Village of Barriefield, an old residential community surrounded by CFB Kingston; the St. Lawrence community, an area of more exclusive homes along the northern shore of the St. Lawrence River; and the Rideau Community, centred on the Gore Road - Highway #15 intersection. Among future development plans are a 200 unit medium density proposal in Barriefield and a 1339 unit development in the Rideau Community.

During 1979 only 280 new households were established in Kingston Township. This compares to 340 and 500 for 1978 and 1977 respectively. In contrast a 120 unit building was completed in the City and several downtown apartment buildings are approaching their final stages. Of the residential units proposed within the City of Kingston, 95.3 per cent are multi-family (see Table 4). Every vacant parcel of land within the city limits has a residential proposal awaiting approval; however, as long as a significant price differential between city and township housing remains there will be no immediate demand for the development of these properties.

In the past the Township of Kingston has experienced rapidly expanding residential development. Conversely, development in the City has been at a relatively lower rate. It is expected that this trend will reverse as housing costs in the Township increase.

## 2.4 KINGSTON REAL ESTATE MARKET SUMMARY

### 2.4.1 Kingston Industrial Market

Both the City of Kingston and the Township manage industrial parks, selling serviced land at cost, in 1982 for $40,000 to $50,000 per ha. Servicing is completed in phases. The current inventory is adequate for a number of years (220 ha raw, 50 ha serviced). In the early 1980's not more than 4 to 5 ha per year were sold. An inactive industrial market was attributed to national economic trends. The strategic location of Kingston, a major urban centre, well serviced by rail facilities, halfway between the important Montreal and Toronto markets and near larger markets to the south, is expected to offer opportunity for increased growth in the future.

The second largest industrial land owner in Kingston is the Urban Transportation Development Corporation, (a successful provincial Crown corporation manufacturing and marketing light rail transit systems) with 160 ha of mostly unserviced land. The UTDC expanded its facilities with 12 000 $m^2$ of new space in the early 1980's. Sale has been planned for 56 ha of its land inventory to other firms involved in the transportation industry.

### 2.4.2 Commercial Market

The most important new office developments in Kingston during the early 1980's were built to meet the needs of the provincial government's program to relocate employment from Toronto. OHIP and Ministry of Transport and Communications operations representing thousands of new jobs have been moved to Kingston's downtown area. When the transfer is completed, by 1984-85, a surplus of office space will exist as temporary OHIP leased spaced is freed. It is estimated that OHIP employment represents $15 million in payrolls to the City's economy.

In 1982 a 37 000 $m^2$ shopping mall was built in Kingston Township. The City of Kingston has responded to this threat on the declining vitality of its downtown with plans for improved parking facilities and aesthetic improvements. It is expected that the downtown is sufficiently unique in amenities and type of shopping to withstand competition from the proposed development, which is expected to pose more of a threat to the older Kingston Shopping Mall.

### 2.4.3 Kingston Residential Market

Historically, the Kingston market has been relatively stable both in price and in the balance between demand and supply. In the early 1980's when other markets were de-stabilized by recession and high interest rates, activity in Kingston's residential market intensified, stimulated by expansion of the Urban Transportation Development Corporation and the transfer of OHIP operations, representing directly and indirectly 3,000 new jobs in 1983 to 1985. Prices rose 10-15 per cent thus far in 1982. Previously, they were below the provincial median.

## 3.0 GOVERNMENT LAND PLANNING OBJECTIVES AND POLICIES, COMMUNITY CONCERNS AND ENVIRONMENTAL ISSUES

The land planning objectives of the various levels of government, federal, provincial, and municipal have been postulated as criteria to assess federal land holdings in the community under study. The objectives range from the general (federal and to some extent, provincial) implying broad national or regional concerns, to the specific (regional and municipal) indicating detailed directions for community growth and change. Basically, objectives are what each government attempts to achieve in a particular policy area and programs and projects represent increasingly specific means to achieve the stated objectives.

### 3.1 MUNICIPAL OBJECTIVES AND POLICIES

#### 3.1.1 Common Objectives and Programs

Although there is no regional government in the Kingston area, the three area municipalities have several common objectives and programs. These objectives have been extracted from area Official Plans and summarized below. Objectives and policies specific to each municipality are listed separately.

**Objectives**

(i) To ensure that development within each area municipality complements the adjacent communities in terms of land use and transportation.

(ii) To improve transportation linkages with adjoining municipalities and the provincial highway system.

**Programs**

(i) Kingston Area Planning Board

(ii) Kingston Area Economic Development Commission

(iii) "City of Kingston Transportation Study", jointly prepared by the three area municipalities and the Province.

#### 3.1.2 City of Kingston

Information concerning planning objectives and policies for the City of Kingston was obtained from the "Official Plan for the City of Kingston" (November 5, 1979) and was supplemented and updated through discussions with City planning officials.

**A. General**

**Objective**

(i) Kingston shall continue to be the functional centre of the region.

**B. Residential Development**

**Objective**

(i) To define and strengthen viable neighbourhoods.

**Policy**

(i) To adequately buffer residential areas from certain institutional uses.

**Programs**

(i) The upgrading of housing quality and creation of four new parks in the residential area located north of the Central Business District (CBD), through a $2.5 million Neighbourhood Improvement Program.

(ii) Official plan, zoning, development control, property standards and part lot control by-laws, and site plan controls.

**C. Commercial**

**Objective**

(i) To transform the CBD, and particularly the waterfront, into the dynamic core of the region by capitalizing on its historic past and its unique geographical location.

**Policy**

(i) Commercial activities serving local and regional needs are encouraged to locate in the CBD or in commercial complexes along major arteries. However, the CBD is designated to remain the business, tourist and commercial centre of the region. Government, administrative and commercial office buildings of major significance to the commercial and administrative core function of the City are encouraged to locate or remain located in the CBD.

**Programs**

(i) Municipal support for a city core commercial re-development proposal. The City has applied for financial assistance through the provincial Downtown Revitalization Program.

(ii) Official plan, development controls and zoning by-laws.

**D. Industry**

**Objective**

(i) To improve the efficiency and appearance of industrial areas.

**Policy**

(i) Industrial development is to be concentrated in designated industrial areas. Those industries requiring direct association with the water for their processes or activities will be permitted only in the designated waterfront industrial area.

(ii) Whenever a waterfront industrial property ceases to be required for industrial use, more appropriate zoning will be implemented in order to promote redevelopment of the waterfront to non-industrial purposes (see 3.1.2 F). In this regard, the preferred designation of the land between the railway and the waterfront from Cataraqui Street to North Street will be open space.

**Programs**

(i) Development of a 180 ha industrial park at the north end of the City.

(ii) Official plan, part lot control, development control and zoning by-laws.

**E. Heritage Conservation**

**Objective**

(i) To preserve buildings having significant historical or architectural value, and to retain and enhance the special character of historical areas.

**Programs**

(i) Ongoing inventory and designation of buildings of "Historic or Architectural Significance or Interest" as outlined by the Ontario Heritage Act.

(ii) Site plan control.

## F. Waterfront

### Objectives

(i) To seek public ownership of waterfront properties or rights on the waterfront properties for public use "until the entire waterfront of the city is available for the enjoyment of the public".

(ii) To develop an overall scheme for the waterfront which will link the downtown area to the waterfront, complement downtown development and provide maximum public access to, and enjoyment of, the waterfront area.

### Policies

(i) To preserve and create unobstructed views and maintain public access to the water especially at the foot of streets which end at or near the water's edge.

(ii) Private and public development shall be allowed along the waterfront provided that a strip of waterfront property remains for public ownership or use.

(iii) Redevelopment or re-use of Kingston Penitentiary or other government properties requiring Council's approval shall provide for a public right of way along the lakeshore.

(iv) Publicly owned waterfront property should not be sold, but may be leased.

(v) Development of the waterfront of Lake Ontario and the Great Cataraqui River for recreational uses shall take priority; however, those industries dependent upon use of the water will be permitted in designated areas (see 3.1.2.D). In addition, some commercial activities are encouraged to locate along the waterfront in order to serve both the resident and transient populations.

(vi) All proposals for infilling parts of the waterfront should be environmentally acceptable, comply with municipal objectives, and meet the requirements of all federal and provincial bodies having jurisdiction over the water.

(vii) Municipal control over the use of waterlots is desirable.

(viii) Portsmouth Harbour should remain as a publicly owned waterfront recreation area for the enjoyment of area residents.

**Programs**

(i) Regulations regarding the siting of buildings and structures through site plan control and zoning by-laws.

(ii) Acquisition, by purchase or lease, of properties along the Little Cataraqui Creek, Lake Ontario and the Great Cataraqui River.

(iii) Official Plan.

**G. Transportation**

**Objective**

(i) To increase the safety and capacity of Kingston's airport (Norman Rogers Airport) in order to accommodate an increased volume of corporate air traffic.

**Policy**

(i) Municipal support for the upgrading of facilitities at Norman Rogers Airport.

### 3.1.3 Township of Kingston

The following objectives and policies were obtained from the "Official Plan of the Township of Kingston Planning Area" (Sept. 1976), the "Municipal Housing Statement of the Township of Kingston" (Jan. 1979) and discussions with the Township's planning officials.

**A. Commercial**

**Objective**

(i) To provide a focus for retail and service enterprises in the Township.

**Policy**

(i) To develop a Central Business District at Gardiner's Road and Highway #2 with a proposed new regional shopping centre as its focus.

**Program**

(i) Official plan and zoning by-laws.

**B. Transportation**

**Objective**

(i) To limit the growth of Norman Rogers Airport and the number of planes using the airport, due to the presence of existing and proposed residential development in the vicinity of the runways.

**C. Waterfront**

**Objective**

(i) To suitably develop areas with recreation potential.

**Policy**

(i) To acquire waterfront properties for public recreation, when possible. If acquisition is not feasible, uses of waterfront properties which provide the public with an opportunity to enjoy the shoreline are encouraged.

### 3.1.4 Township of Pittsburgh

The Township's objectives and policies have been extracted from the "Official Plan of the Pittsburgh Planning Area" (March, 1979).

**A. Residential Development**

**Objective**

(i) To concentrate urban development and provide municipal services only to the three urban communities of Rideau, St. Lawrence and Barriefield Village, all of which are located in the southwestern part of the Township.

**Programs**

(i) Extension of services northward along Highway #15 to serve Rideau community.

(ii) Realignment of Highway #15.

(iii) Official Plan and zoning by-laws.

**B. Heritage Conservation**

**Objective**

(i) To designate historically or architecturally significant areas and buildings in accordance with the Ontario Heritage Act.

**Program**

(1) Designation of Barriefield Village under the Ontario Heritage Act. All future development or redevelopment within the Village must be in accordance with the Heritage Conservation District Plan and must complement existing historical buildings.

**C. Waterfront**

**Objective**

(1) To preserve property adjacent to the Rideau Canal and St. Lawrence River for public recreational purposes, whenever possible and economically feasible.

**Program**

(1) Official plan, subdivision controls and zoning by-laws.

## 3.2 PROVINCIAL OBJECTIVES AND POLICIES

In March 1976, the Province of ontario published a statement on provincial and regional development, entitled "Design for Development, Ontario's Future: Trends and Options". This document articulates "the policies and general objectives which the Government has adopted as the basis of its future planning program".

The Government's overriding goal of maintaining and enhancing the quality of life in Ontario has been broken into four general objectives which are listed below:

**General**

**A. Reduce Disparities**

To reduce disparities among the various regions of Ontario in property and access to services.

To achieve a more even distribution of growth across the province.

**B. Encourage Regional, economic and Social Development**

To correct, using regional social and economic development, specific problems in several regions.

To encourage each region to realize its optimum economic potential.

To broaden the range of employment opportunities.

To maintain a minimum standard of convenience and amenity in all regions by improving services and access to recreation where necessary.

**C. Protect Natural Resources**

To protect and husband the natural resources of the province.

To ensure good management of rural and forest environments.

**D. Plan Growth and Urban Development**

To encourage planning for distribution of population growth and urban development to ensure an efficient urban system.

For more detailed information on these objectives refer to the above mentioned document.

### 3.2.1 Provincial Objectives Related to the Kingston Area

The provincial government does not establish objectives for specific communities, but rather, creates broad provincial or regional goals. Programs and projects which specifically affect the Kingston area, and their broad underlying goals, are listed below. Information regarding these objectives, policies and programs was obtained from the various provincial ministries responsible for the programs.

**A. Economic Development**

**Objective**

(i) To stimulate growth in eastern Ontario

**Policy**

(i) The "Go-East Policy" to encourage the public and private sectors to move into eastern Ontario.

**Programs**

(i) To set an example for the private sector to move east, the provincial government has:

(a) established the Urban Transit Development Corporation.

(b) plans to move 900 provincial government positions to a proposed new $17.75 million building at Place d'Armes by the spring of 1983.

(ii) As an incentive for private business to go eastward the provincial government:

(a) provides low rate loans, through the Eastern Ontario Development Corporation, to firms establishing or expanding in the Kingston region.

(b) established in December 1979 (in co-operation with the Department of Regional Economic Expansion) the "Canada/Ontario - Eastern Ontario Subsidiary Agreement" which will provide $50 million in development for eastern Ontario agriculture, forestry, mining, tourism and small business.

(iii) The Ontario Industrial Parks Program provided financial assistance to both the City and Kingston Township for servicing their industrial parks.

**B. Transportation**

**Objective**

(i) To identify the transportation and communications needs of the people of Ontario and satisfy these needs in accordance with the institutional, social and economic policies of the Government of Ontario[10].

**Program**

(i) Co-operation with the City of Kingston and the Township of Pittsburgh and Kingston for the "City of Kingston Transportation Study."

**C. Residential Development**

**Objective**

(i) To rehabilitate existing residential neighbourhoods by improving hard and soft servicing deficiencies and existing residential stock.

**Program**

(i) Provision of the provincial share (25 per cent) of a $2.5 million grant for housing and servicing improvements in the Neighbourhood Improvement Program area located north of the City of Kingston's CBD.

**D. Waterfront**

**Objective**

(i) To encourage conservation of natural resources and increase recreational opportunities.

**Programs**
(Administered by the Cataraqui Region Conservation Authority)

(i) Lemoine Point Conservation Area, located on the eastern side of Collins Bay.

(ii) Fill and construction regulations along the Great Cataraqui River.

(iii) Land acquisition program along the Little Cataraqui Creek in conjunction with the City of Kingston.[11]

## 3.3 FEDERAL OBJECTIVES AND POLICIES

**Federal Land Management (FLM) Principle**

It is the policy of the government that federal real property be managed economically and efficiently and that it be managed so as to combine the efficient provision of government services with achievement of wider social, economic and environmental objectives.

The following federal objectives were primarily derived from the First Annual Review of the Senior Inter-Departmental Committee on Urban Affairs and other federal policy documents.

**A. General**

(i) To achieve a more balanced pattern of growth in metropolitan areas.

(ii) To achieve a more balanced pattern of cities and towns, with increased emphasis on small, medium-size and new communities.

(iii) To improve the physical environment of larger urban centres.

(iv) To improve the social environment of larger urban centres.

(v) To contribute toward the efficient and effective development and use of urban services.

(vi) To encourage the efficient use of scarce energy resources.

**B. Program-Related**

(i) To ensure an adequate supply of serviced residential land.

(ii) To conserve and improve stable, low and moderate income residential areas.

(iii) To promote neighbourhood conservation and revitalization.

(iv) To assist in the development and rehabilitation of housing for rural and native groups.

(v) To enhance the quality of the environment by the improved management and utilization of natural resources.

(vi) To realize the potential of each region, through economic and social development.

(vii) To attract investment into relatively slow growth areas.

(viii) To provide facilities to foster the optimum development of marine transportation.

(ix) To preserve Canada's historic heritage.

(x) To preserve lands of particular ecological value.

(xi) To assist municipalities in undertaking a program of rail relocation.

(xii) To ensure that federal government institutions do not build or support any future flood vulnerable developments in flood risk areas.

**C. Federal Properties (Realty Activities)**

(i) To provide federal department and agencies, as specified in the appropriate acts, with a full range of real property services required for the successful carrying out of their program responsibilities.

(ii) To develop and manage real property assets of the federal government within its jurisdiction according to sound real estate principles so as to optimize the return to the government and the people of Canada.

## 3.4 COMMUNITY CONCERNS AND ENVIRONMENTAL ISSUES

Information regarding community concerns and environmental issues was acquired from municipal planning departments, the Cataraqui Region Conservation Authority, Kingston waterfront studies, local resident and area newspapers.

### A. Airport Expansion and Safety

Over the past ten years, annual air traffic at Norman Rogers Airport have more than doubled. Due to the proximity of houses and schools to the airport site, there is a feeling of alarm amongst neighbouring residents regarding the need for improved ground support for aircraft. A recent report[12] suggests that the construction of a control tower would decrease the possibility of mid-air collisions and reassure neighbouring residents.

**B. Downtown Business Core**

Decline of the downtown business core spurred the creation of the Downtown Business Association which has attempted to improve the downtown image through better lighting, hanging flowers, garbage clean up, painting, window displays and a newsletter.

**C. Filling of Navy Bay**

According to the Cataraqui Region Conservation Authority, local residents are concerned about the ongoing filling of Navy Bay by DND (see 4.2.26). This prompted DND to apply for a fill permit from the Authority. Approval was granted.

**D. Economic Development**

The recent lack of industrial growth has prompted area businessmen to encourage local politicians to actively promote new industrial development in the Kingston area. To alleviate this problem, the City and the Townships of Kingston and Pittsburgh have initiated the Kingston Area Economic Development Commission, with a full time Commissioner responsible for attracting new industry to the area.

**E. Crime Rates**

Because of the number of penitentiaries in the Kingston area, some residents have expressed concern regarding the large number of parolees who remain in the area after their release and the City's higher than average crime rates. This concern, however, is mostly felt by new rather than longtime residents.

**F. Heritage Conservation**

Local residents wish to see the architectural heritage of the Kingston area retained. The Local Architectural Conservation Advisory Committee inventories heritage structures and recommends which buildings should be designated as architecturally or historically significant under the Ontario Heritage Act.

**G. Pollution**

The construction of Cataraqui Park (see 4.2.24) through the dumping of sanitary landfill over the last 15 years, has prompted controversy. Water quality studies show that both the sanitary landfill, and a tannery located south of Cataraqui Park, have contributed to abnormally high concentrations of heavy metals in river sediments. Concern has also been expressed over the possibility of leaching.

**H. Little Cataraqui Creek**

The Little Cataraqui Creek Environmental Association is actively involved in promoting the preservation and conservation of wildlife and the natural environment along the creek and the Rideau Canal. To help achieve this, the Association has promoted public acquisition of the flood plain lands and awareness of the natural assets of the area. The City of Kingston and the Cataraqui Region Conservation Authority have purchased, or are negotiating to purchase, lands along the creek, especially between Highways #2 and #33.

**I. Kingston Harbour** (see 4.2.32)

Development of the waterfront has evolved into a very sensitive political issue in the City of Kingston. The goal of a local citizens' group (the Waterfront User's Association) is to maintain public access to the waterfront and to increase public awareness of environmental problems, such as pollution of the Great Cataraqui River. The group has been actively involved in the conservation of the City's waterfront walkway, and cleaning up publicly-owned harbour properties. The Association feels that filling of the harbour should be controlled and that waterfront properties should be publicly-owned and open for recreational use. It has opposed recent transfers of land, from the City and federal government to the private sector, by sale or lease (for example waterfront hotel and condominium developments in the CBD). The Association is also concerned about the conflict between the City and the federal government regarding harbour front ownership and development, and the resultant interference with planning and policy formulation.

# 4.0 FEDERAL PROPERTIES

## 4.1 SUMMARY OF FEDERAL PROPERTY CHARACTERISTICS

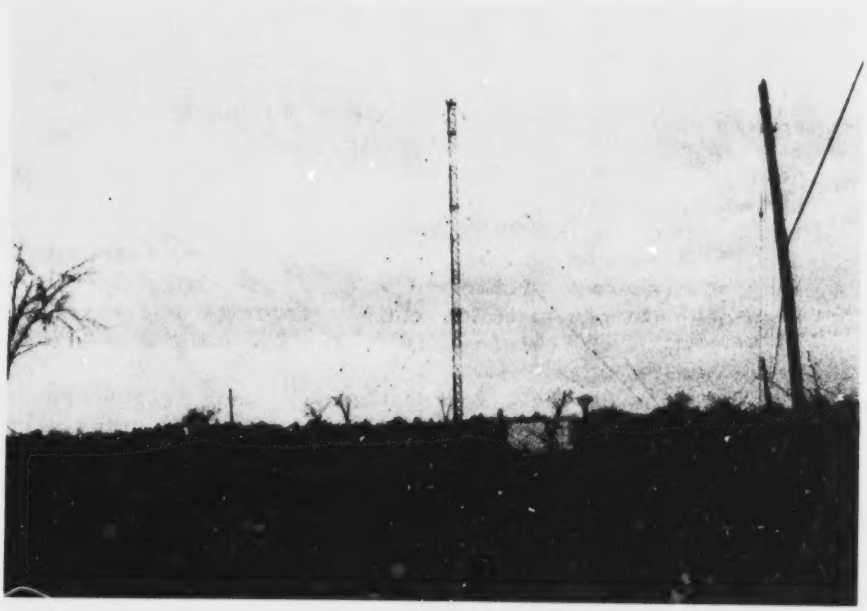
There are 49 federal properties in the Kingston Area, owned by eight departments. The federal land totals over 2000 ha.

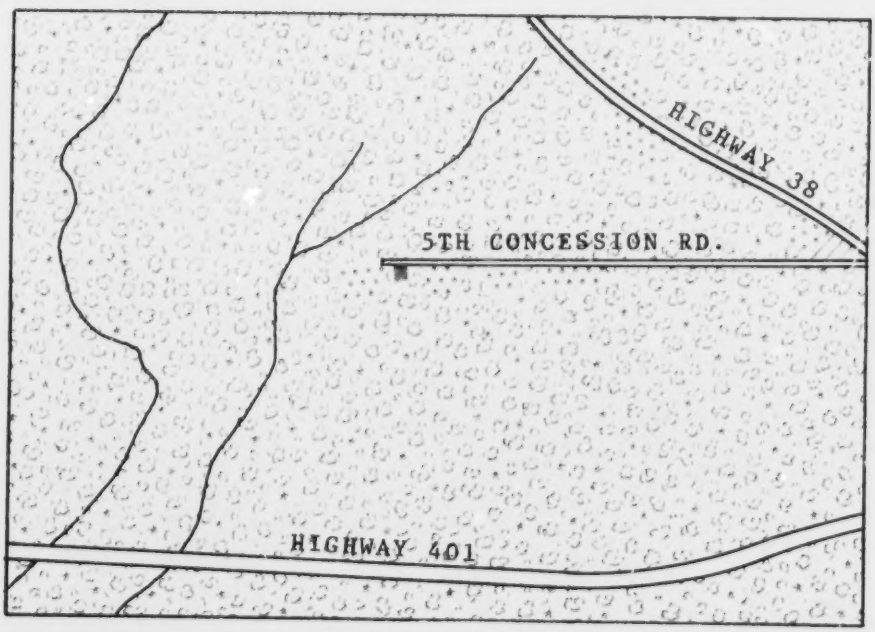
Of the 49 properties, 11 are owned by Public Works. PWC landholdings are relatively small, occupying only 11 ha. The Department of National Defence, Correctional Service Canada and Transport own seven properties each. DND properties comprise almost half (1002 ha) of the total area of federal landholdings in Kingston. This is largely accounted for by the 921 ha Canadian Forces Base. CSC is the second largest federal property owner, with holdings of 348 ha, with Frontenac Institution, a minimum security establishment specializing in agricultural training comprising for over 90 per cent of this land.

Environment Canada (Parks Canada) owns eight properties in the Kingston area, comprising 664 ha. These properties range in size from small historic sites to the extensive (app. 500 ha) property located along the Great Cataraqui Marsh and River.

**Figure 1**

**TC KINGSTON NON-DIRECTIONAL BEACON**
**TC PHARE NON-DIRECTIONNEL DE KINGSTON**



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| | | | |
|---|---|---|---|
| FEDERAL PROPERTY | PROPRIÉTÉ FÉDÉRALE | INDUSTRIAL | INDUSTRIEL |
| RESIDENTIAL | RÉSIDENTIEL | INSTITUTIONAL | INSTITUTIONNEL |
| COMMERCIAL | COMMERCIAL | OPEN SPACE & RECREATION | ESPACE VERT & RÉCRÉATION |

## 4.2 INDIVIDUAL FEDERAL PROPERTIES

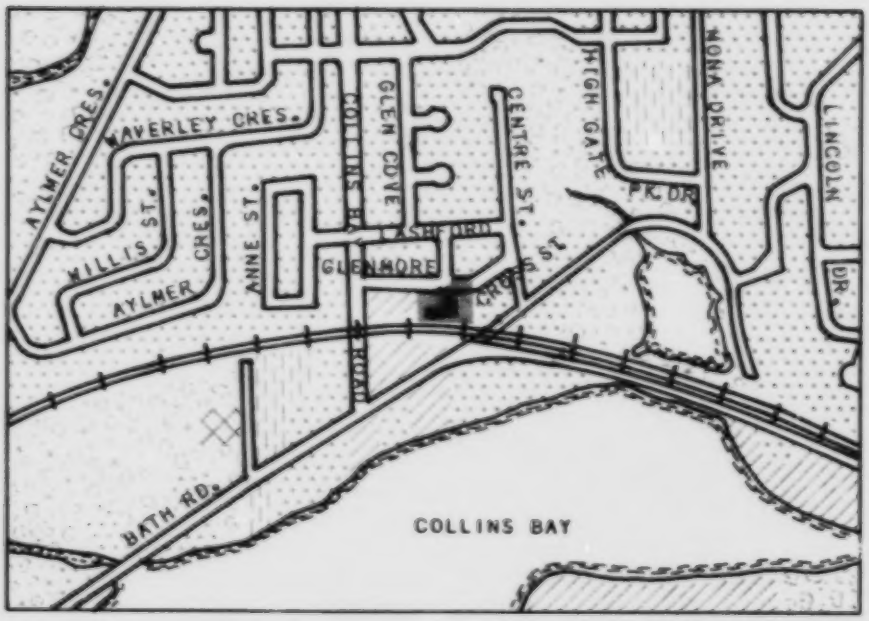
### 4.2.1 TC Kingston Non-directional Beacon

| | | |
|---|---|---|
| **Location:** | Lot 4, Concession 4 west, Township of Kingston | |
| **Site:** | Area: | 0.34 ha |
| | Acquisition date: | 1972 |
| | Zoning: | general agricultural |
| | Access: | fair by car, poor by public transit |
| **Structures:** | Number: | 2 (antenna and shed) |
| | Use: | air navigation assistance, generator |
| | Area: | 1014 $m^2$ (rentable) |
| | Construction date: | 1976 |
| **Surrounding Land Use:** | open space | |
| **CRPI Code:** | 35 10 009 35 063 MOT 009440 | |

The non-directional beacon is used to assist air navigation for Norman Rogers Airport to the south. A small shed adjacent to the tower houses a generator. Guy wires and underground wires radiate from the antenna.

Figure 2

PWC COLLINS BAY POSTAL STATION "A"
TPC SUCCURSALE POSTALE "A", COLLINS BAY

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FEDERAL PROPERTY / PROPRIÉTÉ FÉDÉRALE
RESIDENTIAL / RÉSIDENTIEL
COMMERCIAL / COMMERCIAL
INDUSTRIAL / INDUSTRIEL
INSTITUTIONAL / INSTITUTIONNEL
OPEN SPACE & RECREATION / ESPACE VERT & RÉCRÉATION

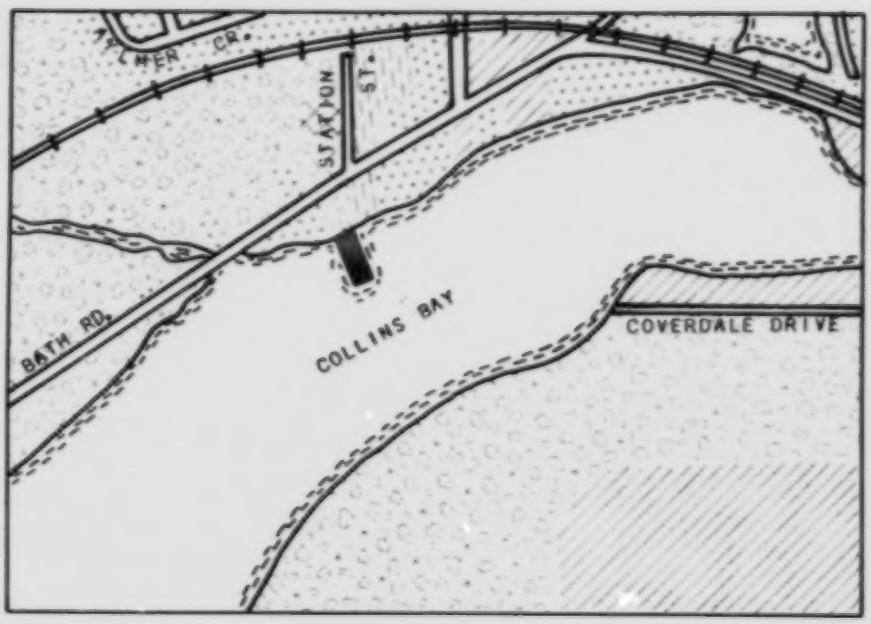
### 4.2.2 CPC Collins Bay Postal Station "A"

| | | |
|---|---|---|
| **Location:** | 1261 Glenmore Avenue, Township of Kingston | |
| **Site:** | Area: | 0.58 ha |
| | Acquisition date: | 1974 |
| | Zoning Designation: | commercial and residential |
| | Access: | good by car and public transit |
| | Parking: | 48 spaces |
| **Structure:** | Occupant: | CPC |
| | Use: | letter carrier depot |
| | Area: | 1099.6 $m^2$ (gross) |
| | | 1014 $m^2$ (rentable) |
| | Construction date: | 1976 |
| | Storeys: | one |
| **Surrounding Land Use:** | commercial, residential | |
| **CRPI Code:** | 35 10 009 35 063 DPW 009436 | |

This letter distribution centre serves the expanding residential communities of Collins Bay and Amherstview. Area residents have expressed concern over the traffic and noise generated by the Post Office trucks, but Municipal officials do not believe this to be a significant problem. Although the area is primarily residential there is an increasing amount of commercial development west and south of the Post Office along Collins Bay and Bath Roads.

**Figure 3**

**DFO WHARF SITE, COLLINS BAY**
**MPO QUAI, COLLINS BAY**




SCALE / ECHELLE 1:12000

FEDERAL PROPERTY / PROPRIÉTÉ FÉDÉRALE
RESIDENTIAL / RÉSIDENTIEL
COMMERCIAL / COMMERCIAL
INDUSTRIAL / INDUSTRIEL
INSTITUTIONAL / INSTITUTIONNEL
OPEN SPACE & RECREATION / ESPACE VERT & RÉCRÉATION

### 4.2.3 DFO Wharf Site, Collins Bay

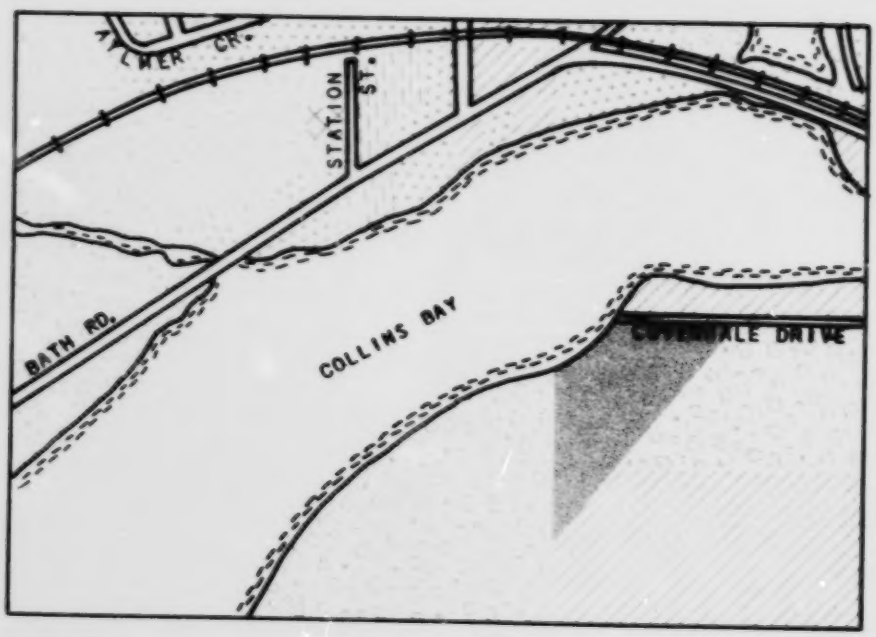
| | | |
|---|---|---|
| **Location:** | Bath Road, Township of Kingston | |
| **Site:** | Area: | 0.12 ha, mostly water |
| | Acquisition date: | 1950 |
| | Zoning Designation: | land - institutional; water - environmental protection area |
| | Parking: | available on adjacent municipally owned property |
| **Structures:** | Use: | public dock for recreational boating purposes |
| | Type: | timber crib, stone filled and concrete launching ramp |
| | Construction dates: | dock: 1953-54<br>ramp: 1978 |
| | Condition: | good |
| **Surrounding Land Use:** | institutional, residential, open space | |
| **CEPI Code:** | 35 10 009 35 063 DPW 009435 | |

Depth at the dock is three metres. The facility is very actively used by area residents for boat launching and fishing. Recent improvements have included the construction of a new launching ramp.

A vacant parcel of land located north of the wharf is owned by the municipality and maintained as a gravel parking lot and access to the wharf facilities.

Figure 4

PWC ROTARY PARK
TPC PARC ROTARY




SCALE / ECHELLE 1:12000

FEDERAL PROPERTY / PROPRIÉTÉ FÉDÉRALE
RESIDENTIAL / RÉSIDENTIEL
COMMERCIAL / COMMERCIAL
INDUSTRIAL / INDUSTRIEL
INSTITUTIONAL / INSTITUTIONNEL
OPEN SPACE & RECREATION / ESPACE VERT & RÉCRÉATION

### 4.2.4 PWC Rotary Park

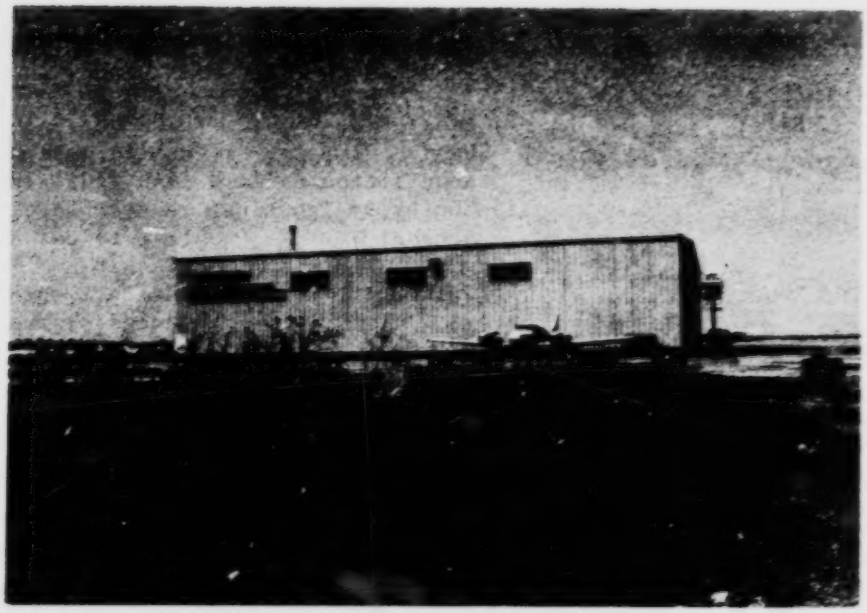
| | | |
|---|---|---|
| **Location:** | Part Lot 2, Concession 1; Coverdale Drive, Township of Kingston | |
| **Site:** | **Area:** | 6.07 ha |
| | **Use:** | public park |
| | **Acquisition date:** | 1940 (TC), 1976 (PWC) |
| | **Zoning Designation:** | general open space |
| | **Access:** | fair by car and public transit |
| | **Parking:** | adequate on-site, 120 spaces planned |
| **Surrounding Land Use:** | commercial, open space | |
| **CRPI Code:** | 35 10 009 35 063 DPW 009437 | |

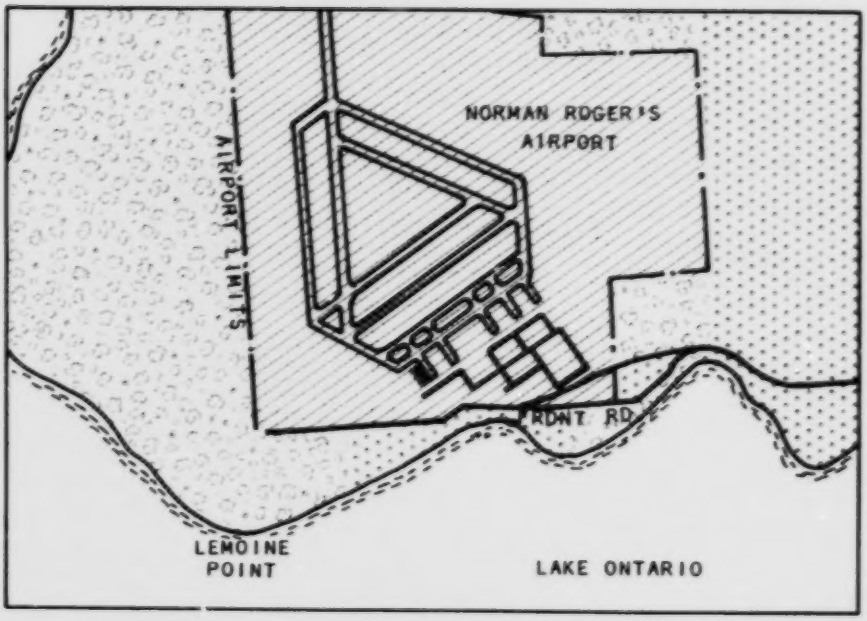
In 1980, the Kingston-Frontenac Rotary Club completed development of several facilities on the site, including a wharf, picnic shelter, playing fields, sand beach, parking lot and access road to Lemoine Point Conservation Area.

The park is bounded by a privately-owned marina on the north; the town of Collins Bay to the northwest; and Norman Rogers Airport and Lemoine Conservation Area on the south.

**Figure 5**

**TC HANGAR SITE**
**TC HANGAR**



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| | | | |
|---|---|---|---|
| FEDERAL PROPERTY | PROPRIÉTÉ FÉDÉRALE | INDUSTRIAL | INDUSTRIEL |
| RESIDENTIAL | RÉSIDENTIEL | INSTITUTIONAL | INSTITUTIONNEL |
| COMMERCIAL | COMMERCIAL | OPEN SPACE & RECREATION | ESPACE VERT & RÉCRÉATION |

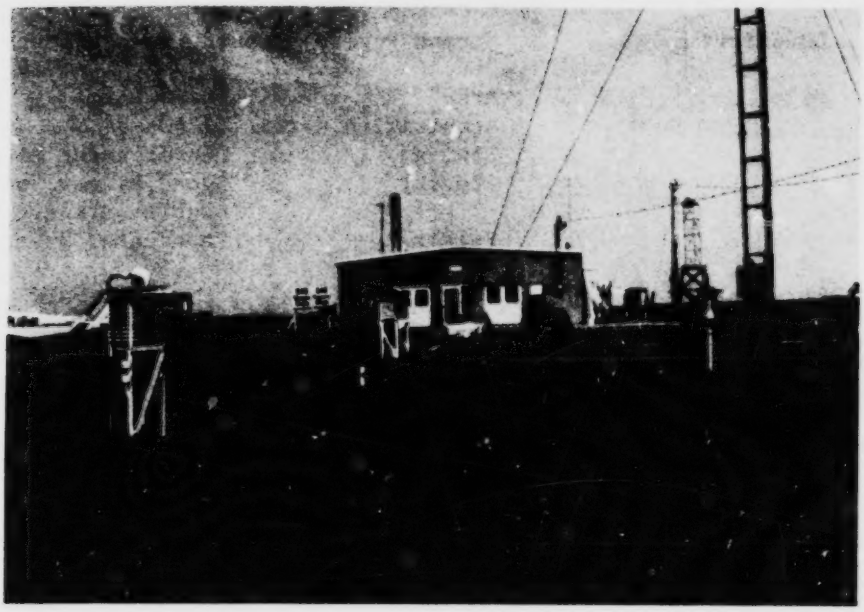
### 4.2.5 TC Hangar Site

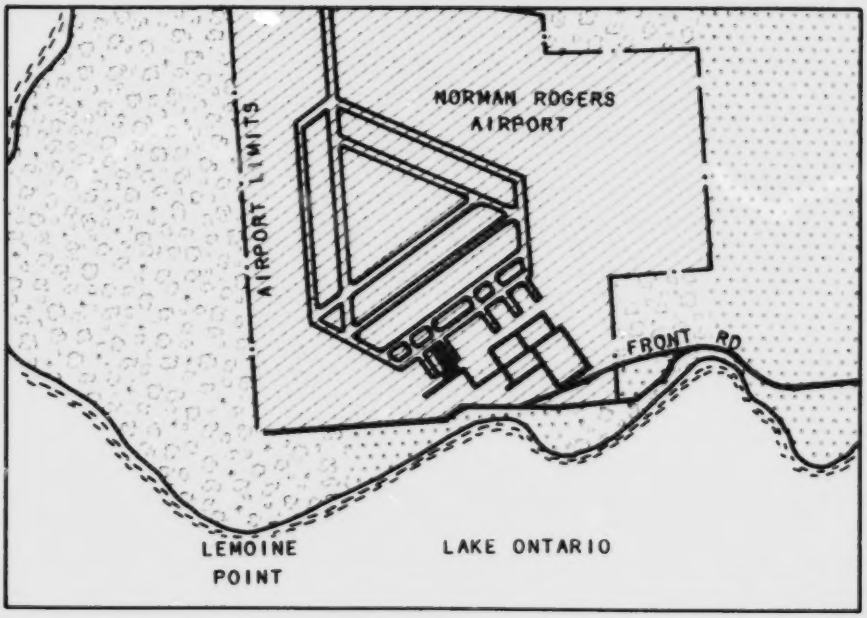
| | | |
|---|---|---|
| **Location:** | Norman Rogers Airport, Township of Kingston | |
| **Site:** | Area: | 0.65 ha |
| | Acquisition date: | 1940 |
| | Zoning: | development zone |
| | Access: | good by car, poor by public transit |
| | Parking: | adequate, 30 spaces |
| **Structure:** | Occupant: | Corporate Air Limited |
| | Use: | hangar (airplane storage, maintenance) |
| | Area: | Not available |
| | Construction date: | 1976 |
| | Material: | pre-fab (metal siding) |
| | Storeys: | one |
| **Surrounding Land Use:** | open space, residential, airport. | |
| **CRPI Code:** | 35 10 009 35 063 MOT 009439 | |

This site is presently occupied by a hangar and is one of the two small parcels of land (see 4.2.6) retained by Transport Canada when ownership of Norman Rogers Airport was transferred to the Corporation of the City of Kingston in 1974.

**Figure 6**

**TC TELECOMMUNICATIONS FLIGHT SERVICE STATION**
**TC POSTE POUR LES TÉLÉCOMMUNICATIONS AÉRIENNES**






SCALE / ECHELLE 1:25000

| | | | |
|---|---|---|---|
| FEDERAL PROPERTY / PROPRIÉTÉ FÉDÉRALE | | INDUSTRIAL / INDUSTRIEL | |
| RESIDENTIAL / RÉSIDENTIEL | | INSTITUTIONAL / INSTITUTIONNEL | |
| COMMERCIAL / COMMERCIAL | | OPEN SPACE & RECREATION / ESPACE VERT & RÉCRÉATION | |

### 4.2.6 TC Telecommunications Flight Service Station

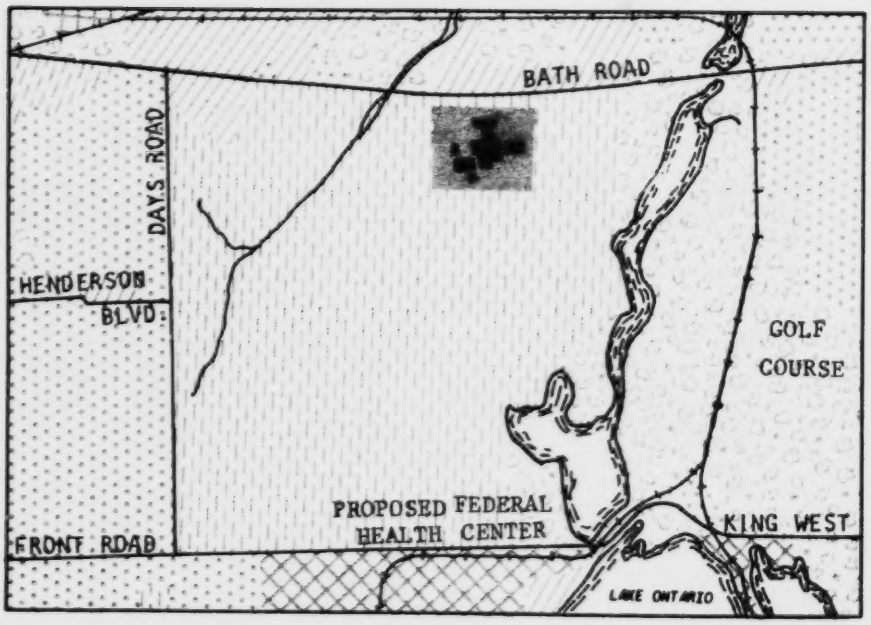
| | | |
|---|---|---|
| **Location:** | Norman Rogers Airport, Township of Kingston | |
| **Site:** | Area: | 0.65 ha |
| | Acquisition date: | 1940 |
| | Zoning: | development zone |
| | Access: | good by car, poor by public transit |
| | Parking: | adequate, 11 spaces |
| **Structures:** | Number: | three |
| | Occupants: | TC, EC (AES) |
| | Use: | flight service station, EC equipment storage, weather station |
| | Area: | 279 $m^2$ (gross, main bldg.) |
| | Construction date: | 1969 |
| | Condition: | acceptable |
| | Storeys: | one |
| **Surrounding Land Use:** | open space, residential, airport. | |
| **CRPI Code** | 35 10 009 35 063 MOT 009439 | |

This property is one of the two small parcels of land (see 4.2.5), retained by Transport Canada when ownership of Norman Rogers Airport was transferred to the Corporation of the City of Kingston in 1974.

There are three structures on the site. The main building houses the flight service station, which provides communication and flight control to aircraft arrivals and departures. Environment Canada (Atmospheric Environment Service) operates a weather station in the building and also utilizes a small equipment shed and an antenna tower.

**Figure 8**

**CSC COLLINS BAY INSTITUTION**
**SCC INSTITUTION PÉNALE DE COLLINS BAY**




SCALE / ECHELLE 1:25000

| | | | |
|---|---|---|---|
| FEDERAL PROPERTY | PROPRIÉTÉ FÉDÉRALE | INDUSTRIAL | INDUSTRIEL |
| RESIDENTIAL | RÉSIDENTIEL | INSTITUTIONAL | INSTITUTIONNEL |
| COMMERCIAL | COMMERCIAL | OPEN SPACE & RECREATION | ESPACE VERT & RÉCRÉATION |

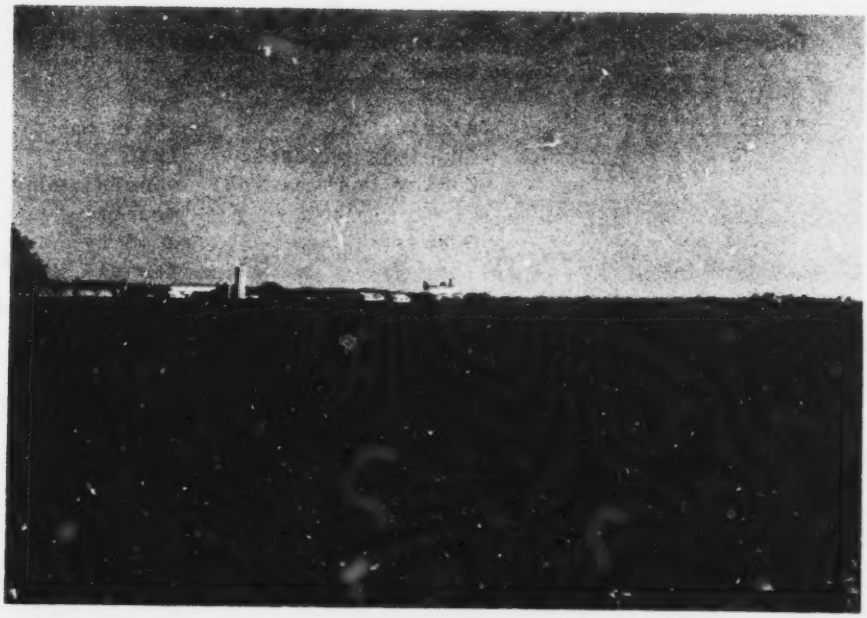
### 4.2.8 CSC Collins Bay Institution

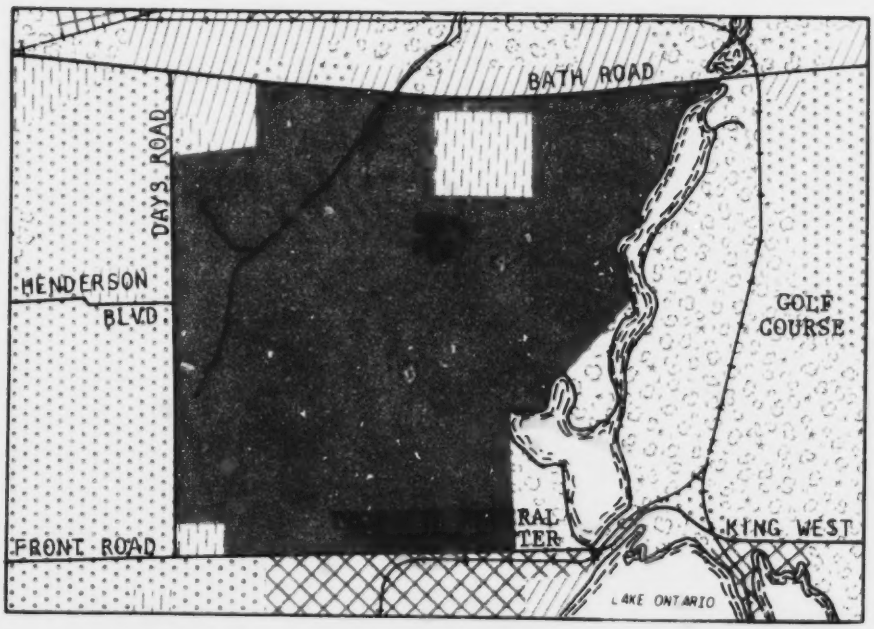
| | | |
|---|---|---|
| **Location:** | South of Bath Road west of Little Cataraqui Creek | |
| **Site:** | Area: | 14.34 ha |
| | Acquisition date: | 1930 |
| | Zoning Designation: | special education and medical |
| | Access: | good by car and public transit |
| | Parking: | adequate |
| **Structures:** | Use: | medium security penitentiary |
| | Area: | 36 094.56 $m^2$ gross |
| | Construction date: | 1930's to present |
| | PWC Heritage Status: | main building classified as preserve |
| **Surrounding Land Use:** | commercial, institutional | |
| **CRPI Code:** | 35 10 009 35 063 PEN 009441 | |

Collins Bay Penitentiary is a medium security correctional facility housing approximately 400 male inmates. A new educational-vocational-industrial complex has been recently constructed.

Figure 9

## CSC FRONTENAC INSTITUTION
## SCC INSTITUTION PÉNALE FRONTENAC






SCALE / ECHELLE 1:25000

| | | | |
|---|---|---|---|
| FEDERAL PROPERTY | PROPRIÉTÉ FÉDÉRALE | INDUSTRIAL | INDUSTRIEL |
| RESIDENTIAL | RÉSIDENTIEL | INSTITUTIONAL | INSTITUTIONNEL |
| COMMERCIAL | COMMERCIAL | OPEN SPACE & RECREATION | ESPACE VERT & RÉCRÉATION |

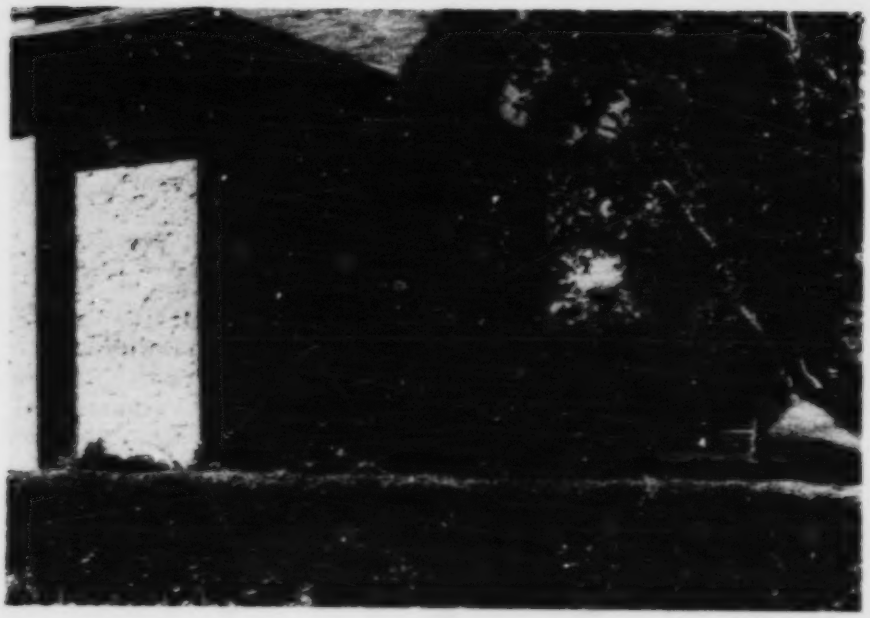
### 4.2.9 CSC Frontenac Institution

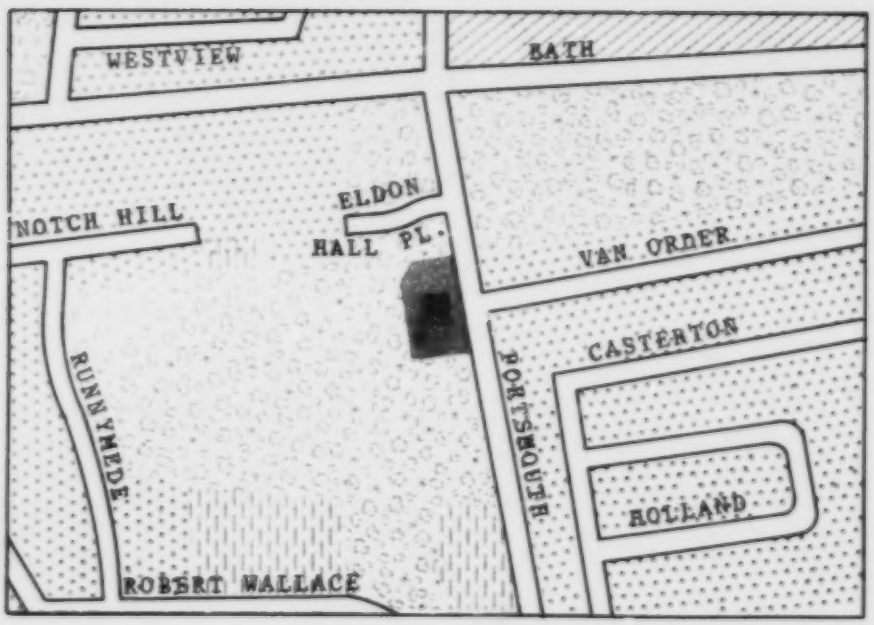
| | | |
|---|---|---|
| **Location:** | South of Bath Road west of Little Cataraqui Creek | |
| **Site:** | Area: | 323.9 ha |
| | Acquisition date: | 1930 |
| | Zoning Designation: | institutional, environmental protection area |
| | Access: | good by car and public transit |
| | Parking: | adequate |
| **Structures:** | Number: | 23(22 institutional, 1 residence) |
| | Use: | medium security correctional institution specializing in agricultural training |
| | Area: | 9 085.79 $m^2$ (gross, total) |
| | Construction date: | 1943 to present |
| **Surrounding Land Use:** | residential, open space, commercial, institutional, industrial | |
| **CRPI Code:** | 35 10 009 35 063 PEN 009441 | |

The Frontenac Institution is a minimum security correctional institution which produces agricultural products for consumption in CSC facilities. The extensive tract of agricultural land provides an adequate buffer between the institution and the surrounding urban land uses.

**Figure 10**

**CSC ELDON HALL - PORTSMOUTH CORRECTIONAL CENTRE**
**SCC CENTRE CORRECTIONNEL ELDON HALL - PORTSMOUTH**






SCALE / ECHELLE 1:6,500

FEDERAL PROPERTY / PROPRIÉTÉ FÉDÉRALE
RESIDENTIAL / RÉSIDENTIEL
COMMERCIAL / COMMERCIAL
INDUSTRIAL / INDUSTRIEL
INSTITUTIONAL / INSTITUTIONNEL
OPEN SPACE & RECREATION / ESPACE VERT & RÉCRÉATION

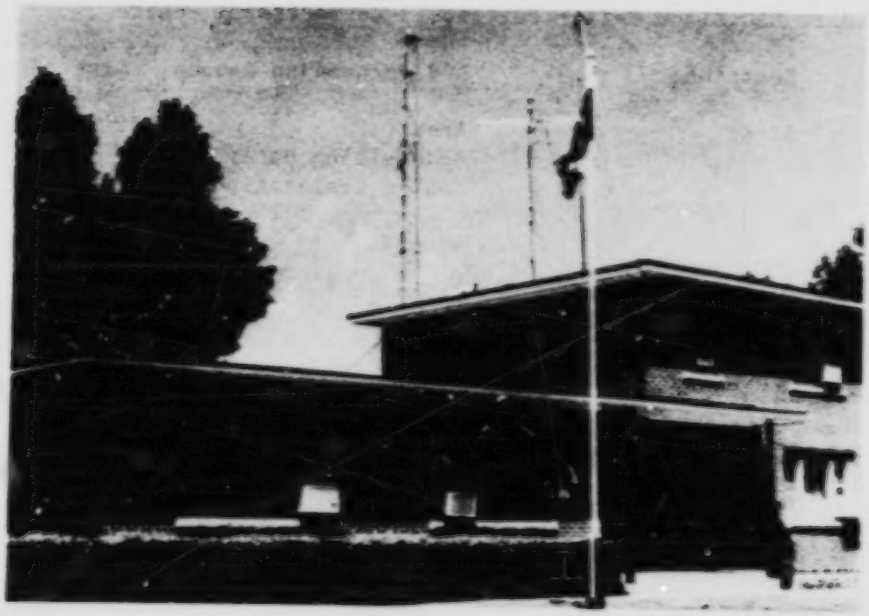
### 4.2.10 CSC Eldon Hall - Portsmouth Correctional Centre

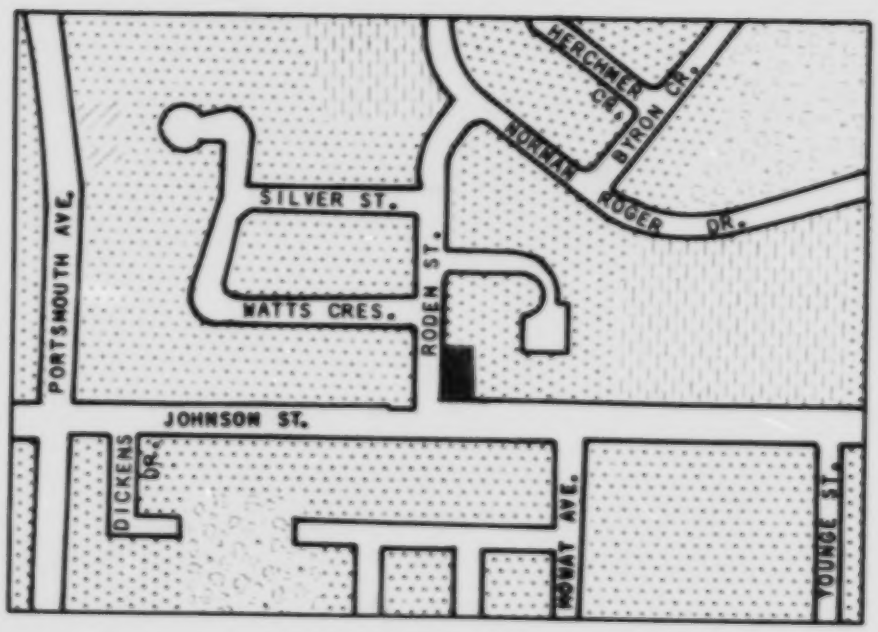
| | | |
|---|---|---|
| **Location:** | 508 Portsmouth Avenue, City of Kingston | |
| **Site:** | Area: | 0.72 ha (app.) |
| | Acquisition date: | 1905 |
| | Zoning Designation: | multiple family dwelling |
| | Access: | good by car and public transit |
| | Parking: | adequate |
| **Structures:** | Use: | pre-release centre |
| | Area: | 480 $m^2$ (gross) |
| | Construction date: | 1854 |
| | Storeys: | B+2 |
| | PWC Heritage Status: | Preserve |
| **Surrounding Land Use:** | open space and residential | |
| **CRPI Code:** | 35 10 011 35 063 PEN 0231355 | |

Eldon Hall is a half-way house controlled by the National Parole Board. Twenty parolees currently reside in this facility.

**Figure 11**

**RCMP DETACHMENT STATION**
**GRC DÉTACHEMENT**






SCALE / ÉCHELLE 1:5200

FEDERAL PROPERTY / PROPRIÉTÉ FÉDÉRALE
RESIDENTIAL / RÉSIDENTIEL
COMMERCIAL / COMMERCIAL
INDUSTRIAL / INDUSTRIEL
INSTITUTIONAL / INSTITUTIONNEL
OPEN SPACE & RECREATION / ESPACE VERT & RÉCRÉATION

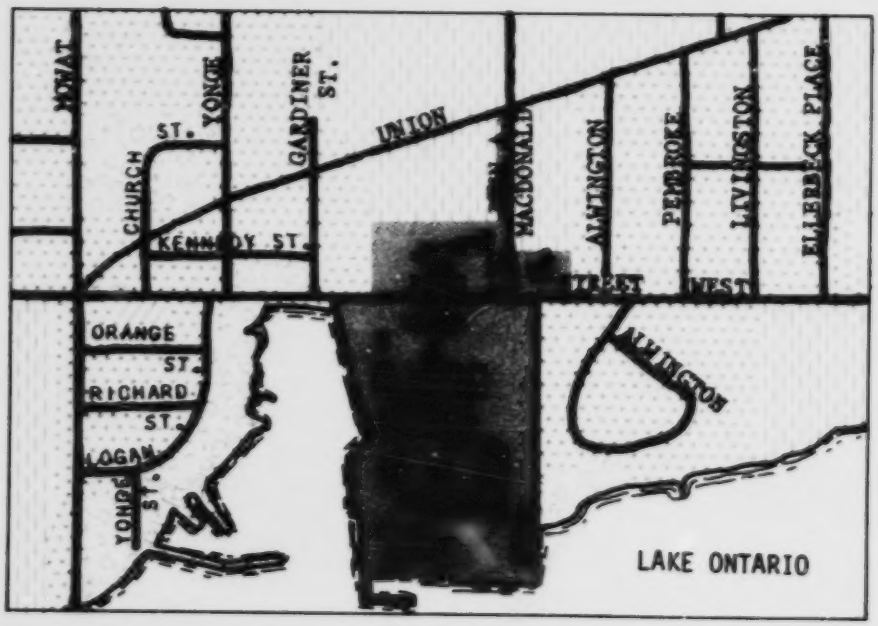
### 4.2.11 RCMP Detachment Station

| | | |
|---|---|---|
| **Location:** | 1061 Johnson Street, City of Kingston | |
| **Site:** | Area: | 0.12 ha |
| | Acquisition date: | 1959 |
| | Zoning Designation: | residential dwelling |
| | Access: | good by car and public transit |
| | Parking: | 7 spaces, inadequate |
| **Structures:** | Use: | detachment station for Counties of Frontenac and Lennox-Addington |
| | Construction date: | 1959 |
| **Surrounding Land Use:** | residential | |
| **CRPI Code:** | 35 10 011 35 063 RCM 009479 | |

Formerly a combined married officers' residence and staff office, this property is now solely utilized as the detachment station serving Frontenac and Lennox-Addington Counties.

Figure 12

**CSC REGIONAL RECEPTION AND PSYCHIATRIC CENTRE**
**SCC CENTRE RÉGIONAL PSYCHIATRIQUE ET D'ACCUEIL**




**SCALE: 1:9700**

RESIDENTIAL / RÉSIDENTIEL

COMMERCIAL / COMMERCIAL

OPEN OR VACANT SPACE / ESPACE VERT OU TERRAIN VACANT

INSTITUTIONAL / INSTITUTIONNEL

INDUSTRIAL / INDUSTRIEL

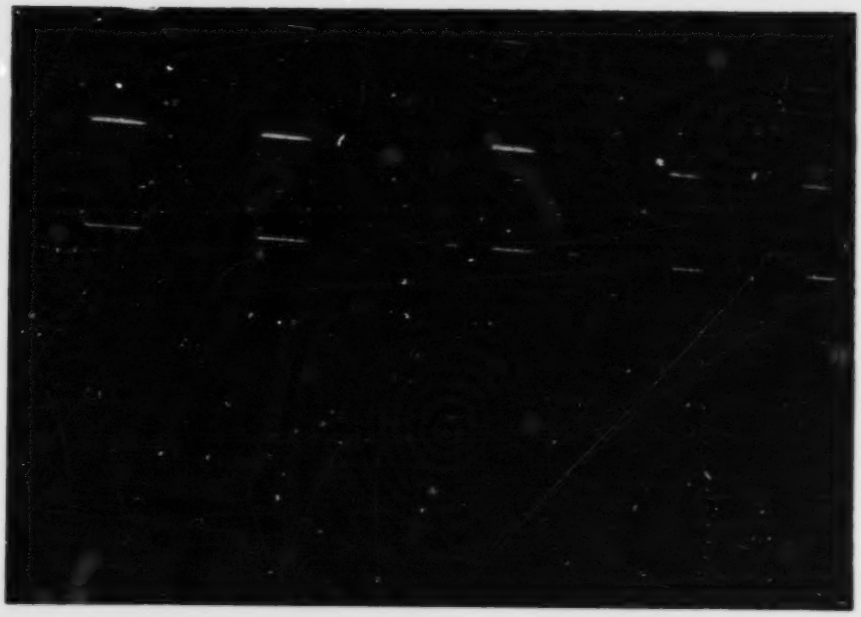
FEDERAL PROPERTY / PROPRIÉTÉ FÉDÉRALE

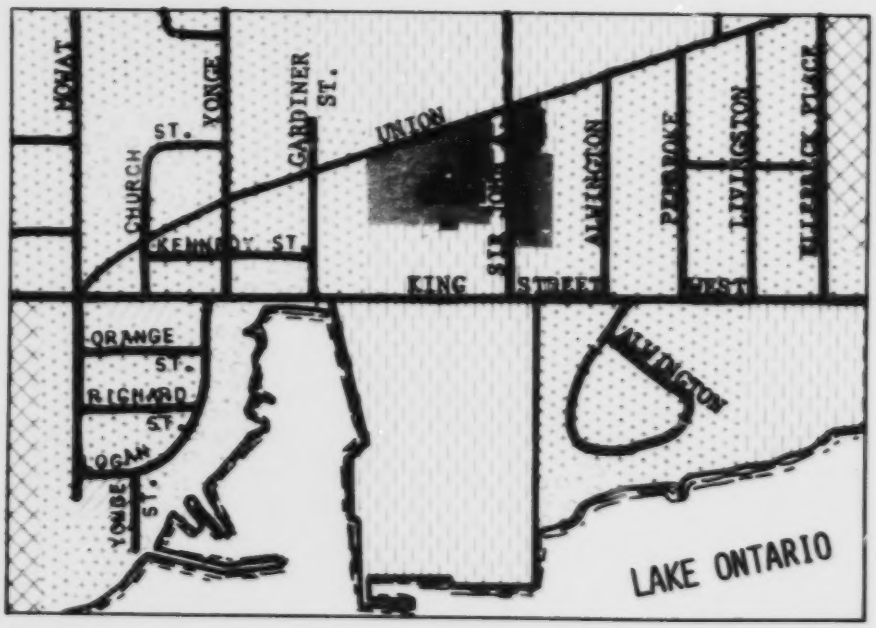
### 4.2.12 CSC Regional Reception and Psychiatric Centre (Kingston Penitentiary)

| | | |
|---|---|---|
| **Location:** | West and south of Sir John A. Macdonald Blvd. - King Street West intersection, City of Kingston | |
| **Site:** | Area: | 10.43 ha |
| | Acquisition date: | 1880 |
| | Zoning Designation: | special education and medical |
| | Access: | good by car and public transit |
| | Parking: | adequate |
| **Structures:** | Number: | 40 (26 inst., 8 oper. and 6 admin.) |
| | Use: | maximum security holding centre and psychiatric institution |
| | Area: | 46 106.3 $m^2$ (gross) |
| | Construction date: | 1835 to present |
| **Surrounding Land Use:** | residential, open space | |
| **CRPI Code:** | 35 10 011 35 063 PEN 009477 | |

Figure 13

CSC KINGSTON WOMEN'S PENITENTIARY
SCC CENTRE DE DÉTENTION POUR FEMMES






SCALE: 1:9700

RESIDENTIAL / RÉSIDENTIEL

COMMERCIAL / COMMERCIAL

OPEN OR VACANT SPACE / ESPACE VERT OU TERRAIN VACANT

INSTITUTIONAL / INSTITUTIONNEL

INDUSTRIAL / INDUSTRIEL

FEDERAL PROPERTY / PROPRIÉTÉ FÉDÉRALE

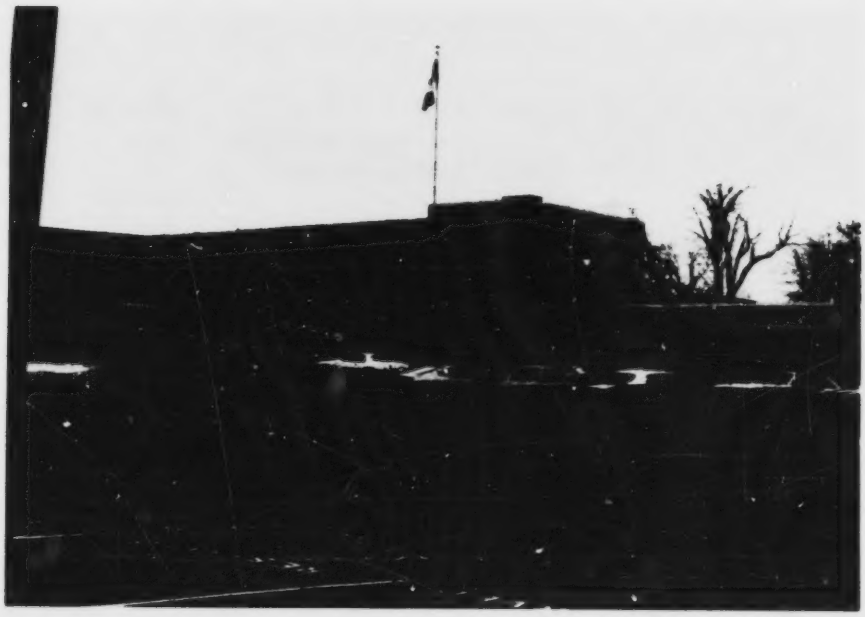
### 4.2.13 CSC Kingston Women's Penitentiary

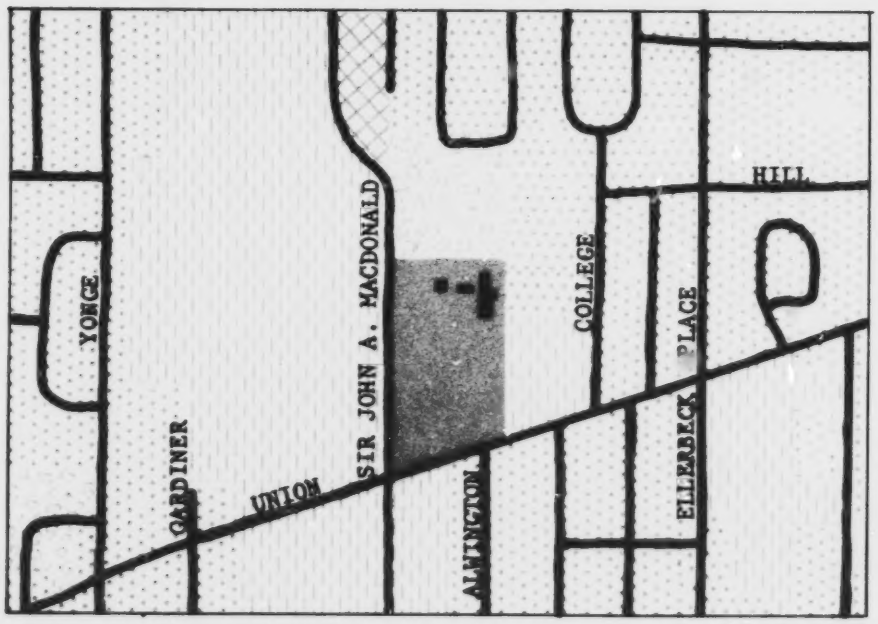
| | | |
|---|---|---|
| **Location:** | South of Sir John A. Macdonald Blvd. - Union Street intersection, City of Kingston | |
| **Site:** | Area: | 4.31 ha |
| | Acquisition date: | 1880 |
| | Zoning Designation: | special education and medical |
| | Access: | good by car and public transit |
| | Parking: | adequate |
| **Structures:** | Number: | six (3 inst., 2 admin., 1 res.) |
| | Use: | medium security women's penitentiary |
| | Area: | 6495.42 $m^2$ (gross) |
| | Construction date: | 1934-1962 |
| **Surrounding Land Use:** | residential, institutional | |
| **CRPI Code:** | 35 10 011 35 063 PEN 009477 | |

This correctional facility for women consists of a walled complex adjacent to the administrative offices for the Regional Reception Centre (see 4.2.12), and a parcel of land on the opposite side of Sir John A. Macdonald Blvd on which is located a parking lot for staff and visitor use.

**Figure 14**

**CSC ONTARIO CORRECTIONAL STAFF COLLEGE**
**SCC COLLÈGE POUR LE PERSONNEL DES SERVICES CORRECTIONNELS DE L'ONTARIO**






**SCALE: 1:9700**

RÉSIDENTIEL / RESIDENTIAL
COMMERCIAL / COMMERCIAL
ESPACE VERT OU TERRAIN VACANT / OPEN OR VACANT SPACE
INSTITUTIONNEL / INSTITUTIONAL
INDUSTRIEL / INDUSTRIAL
PROPRIÉTÉ FÉDÉRAL / FEDERAL PROPERTY

### 4.2.14 CSC Ontario Correctional Staff College

**Location:** Northeast of Sir John A. Macdonald Blvd. - Union Street intersection, City of Kingston

**Site:**

| | |
|---|---|
| Area: | 6.33 ha |
| Acquisition dates: | 1919 (PWC) 1951 (CSC) |
| Zoning Designation: | special education and medical |
| Access: | good by car and public transit |
| Parking: | adequate on site |

**Structures:** Number: 3 (plus additions)

**A. Main College Building**

| | |
|---|---|
| Use: | CSC staff training |
| Area: | 5204 $m^2$ (gross) |
| Construction dates: | 1964 |
| Storeys: | B+2 |

a) Additions to Main Structure

| | |
|---|---|
| Area: | 2691 $m^2$ (gross) |
| Construction date: | 1974, 1975 |

b) Addition to Kitchen

| | |
|---|---|
| Area: | 233 $m^2$ (gross) |
| Construction date: | 1977 |
| Storeys: | B+1 |

c) Addition to Gym

| | |
|---|---|
| Area: | 162 $m^2$ (gross) |
| Construction date: | 1978 |
| Storeys: | 2 |

**B. Coach House**

| | |
|---|---|
| Use: | public museum |
| Area: | 197 $m^2$ (gross) |
| Construction date: | 1880 |
| PWC Heritage Status: | preserve |

**C. Gardener's Building**

| | |
|---|---|
| Use: | gardener's storage shed |
| Area: | 60.6 $m^2$ (gross) |
| Construction date: | 1845 |
| PWC Heritage Status: | preserve |

**Surrounding Land Use:** open space, institutional and residential

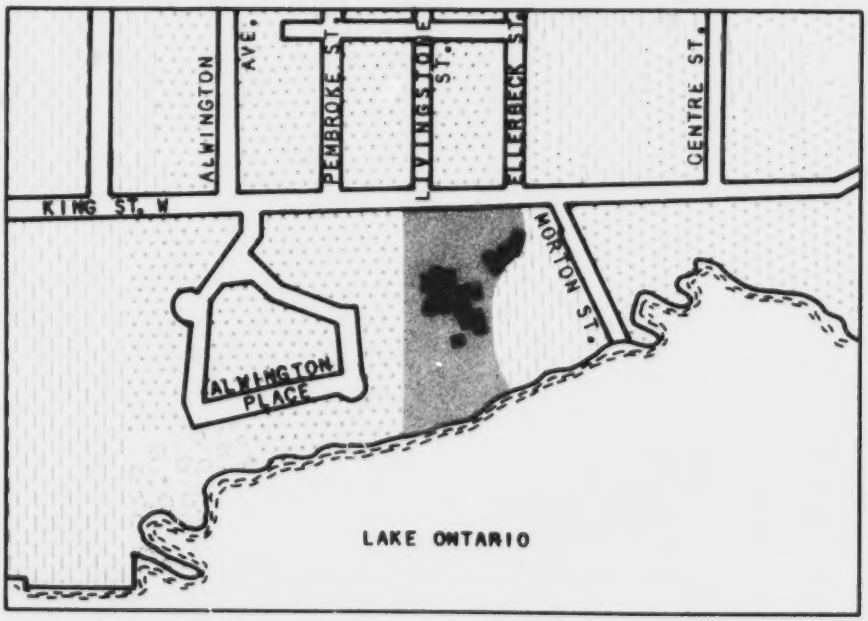
**CRPI Code:** 35 10 011 35 063 PEN 009477

This property, formerly the Calderwood Estate, is currently used for the training of CSC staff. The structure housing the college is a fairly modern (1964) building and includes the recent addition of a gymnasium occupying the site of the former Calderwood residence.

Only two buildings remain from the original estate: the Coach House and the Gardener's Building. The Coach House is now used as the Penitentiary Archives and museum, and the staff college's gardener uses the Gardener's Building.

**Figure 15**

**CSC REGIONAL HEADQUARTERS - ST.HELEN'S**
**SCC QUARTIER GÉNÉRAL RÉGIONAL - ST.HELEN'S**




SCALE / ECHELLE 1:7200

FEDERAL PROPERTY / PROPRIÉTÉ FÉDÉRALE
RESIDENTIAL / RÉSIDENTIEL
COMMERCIAL / COMMERCIAL
INDUSTRIAL / INDUSTRIEL
INSTITUTIONAL / INSTITUTIONNEL
OPEN SPACE & RECREATION / ESPACE VERT & RÉCRÉATION

### 4.2.15 CSC Regional Headquarters - St. Helen's

**Location:** 440 King Street West, City of Kingston

**Site:**

| | |
|---|---|
| Area: | 2.64 ha |
| Acquisition dates: | 1918 (DND), 1968 (CSC) |
| Zoning Designation: | residential |
| Access: | good by car and public transit |
| Parking: | adequate |

**Structures:**

| | |
|---|---|
| Number: | 8 (7 admin. 1 oper.) |
| Use: | all structures utilized for office space except for one metal boiler house |
| Area: | 1140.3 $m^2$ (gross) |

**A. Main Building (St. Helen's)**

| | |
|---|---|
| Area: | 1624.1 $m^2$ (gross) |
| Construction date: | 1837 |
| Storeys: | B+2 |
| PWC Heritage Status: | important |

**B. Permanent Frame Building**

| | |
|---|---|
| Area: | 426.13 $m^2$ (gross) |
| Construction date: | not available |
| Storeys: | 1 |

**C. Permanent Stone Building**

| | |
|---|---|
| Area: | 910.8 $m^2$ (gross) |
| Construction date: | 1837 |
| Storeys: | B+2 |

**D. Temporary Building Additions**

| | |
|---|---|
| Area: | 67 $m^2$ (gross) |
| Construction date: | 1976 |
| Storeys: | 1 |

**E. Temporary Building Addition - Security**

| | |
|---|---|
| Area: | 238.6 $m^2$ (gross) |
| Construction date: | 1977 |
| Storeys: | 1 |

**F. Two Trailers**

| | |
|---|---|
| Area: | 111.4 $m^2$ (gross) |
| Construction date: | 1975 |
| Storeys: | 1 |

G. Metal Boiler House

| | |
|---|---|
| Area: | 33.4 $m^2$ (gross) |
| Construction date: | 1968 |
| Storeys: | 1 |

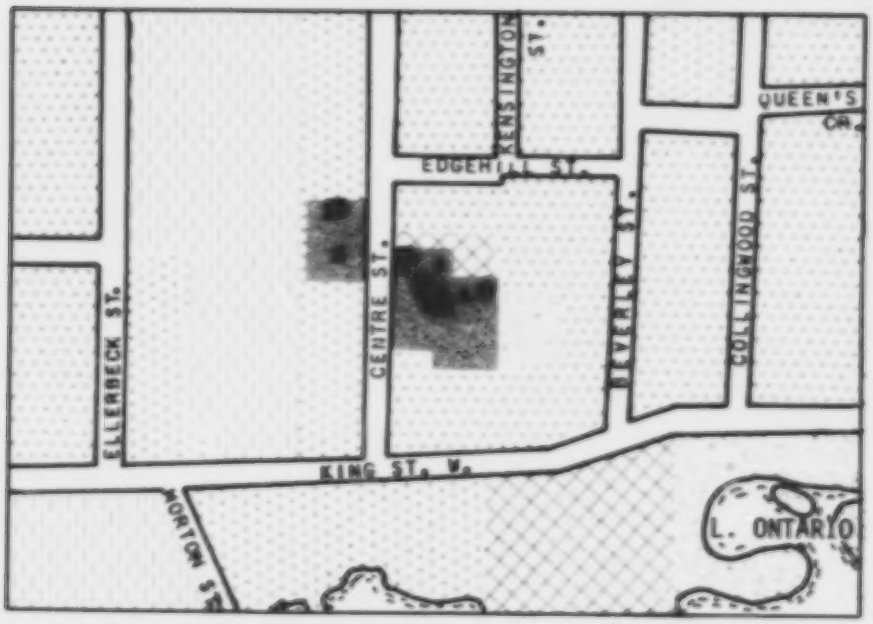
**Surrounding land use:** residential, institutional

**CRPI Code:** 35 10 011 35 063 PEN 009478

The main structure on this site, known as St. Helen's is considered an "important" heritage structure by PWC because of its historical and architectural significance.

Figure 16

DOE(PC) BELLEVUE HOUSE, NATIONAL HISTORIC PARK
EC(PC) MAISON BELLEVUE, PARC NATIONAL HISTORIQUE




SCALE / ECHELLE 1:5200

FEDERAL PROPERTY / PROPRIÉTÉ FÉDÉRALE
RESIDENTIAL / RÉSIDENTIEL
COMMERCIAL / COMMERCIAL
INDUSTRIAL / INDUSTRIEL
INSTITUTIONAL / INSTITUTIONNEL
OPEN SPACE & RECREATION / ESPACE VERT & RÉCRÉATION

**4.2.16 EC(PC) Bellevue House, National Historic Park**

| | | | |
|---|---|---|---|
| A. | **House Location:** | 35 Centre Street, City of Kingston | |
| | **Site:** | Area: | 0.73 ha |
| | | Acquisition date: | 1964 |
| | | Zoning Designation: | residential, one and two family |
| | | Access: | good by car and public transit |
| | | Heritage Status: | National Historic Park |
| | **Structures:** | Number: | 3 (Bellevue House, admin. centre, garage) |
| | | Use: | museum |
| | | Area: | 516.2 $m^2$ (gross) |
| | | Construction date: | 1839 (Bellevue House) |
| | | Storeys: | 2 (Bellevue House)<br>1 (administrative centre) |
| | **Surrounding Land Use:** | residential, vacant land, hydro substation | |
| | **CRPI Code:** | 35 10 011 35 063 IAN 209474 | |
| B. | **Parking Lot Location:** | 66 Centre Street, City of Kingston | |
| | **Site:** | Area: | 0.28 ha |
| | | Acquisition date: | 1968 |
| | | Zoning designation: | one and two family residential |
| | | Access: | good by car and public transit |
| | | Parking: | approx. 40 spaces |
| | **Structure:** | Use: | maintenance shed |
| | | Area: | 28.6 $m^2$ (gross) |
| | | Storeys: | 1 |
| | **Surrounding Land Use:** | residential, institutional | |
| | **CRPI Code:** | 35 10 011 35 063 IAN 209476 | |

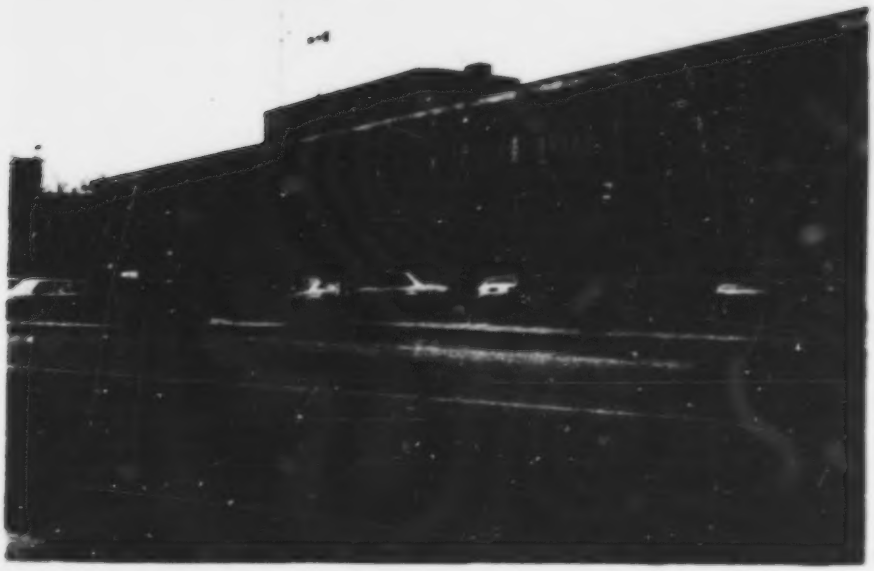
Bellevue House, a former home of Sir John A. Macdonald, is one of the earliest and finest examples of "Italian-villa" architectural style in Canada. Since its purchase in 1964 by Parks Canada, the site has been fully restored to mid 1800's style and furnished with period pieces. Included in the restoration are a privy and garden house. This historic park has become one of Kingston's most popular tourist attractions averaging 53,000 visitors annually.

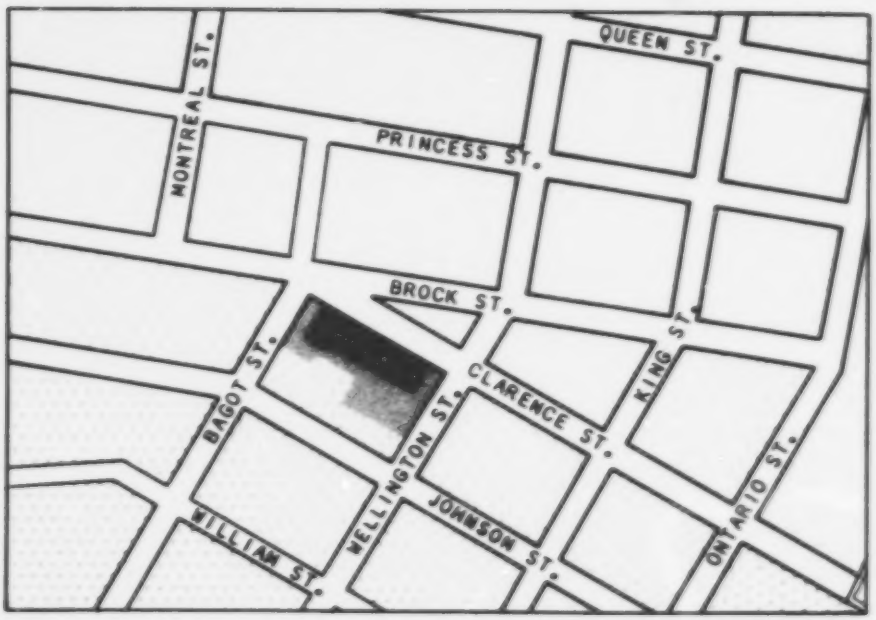
A residential structure immediately north of Bellevue House contains the administrative offices for the national historic site.

Parking is available in a large parking lot across from the house, and along the streets of the residential neighbourhood. The popularity of this historic site has grown significantly in recent years.

**Figure 17**

**PWC GOVERNMENT OF CANADA BUILDING**
**TPC IMMEUBLE FÉDÉRAL**






**SCALE / ECHELLE** 1:5200

Residential / Résidentiel
Commercial / Commercial
Open or Vacant Space / Espace vert ou Terrain vacant
Institutional / Institutionnel
Industrial / Industriel
Federal Property / Propriété Fédérale

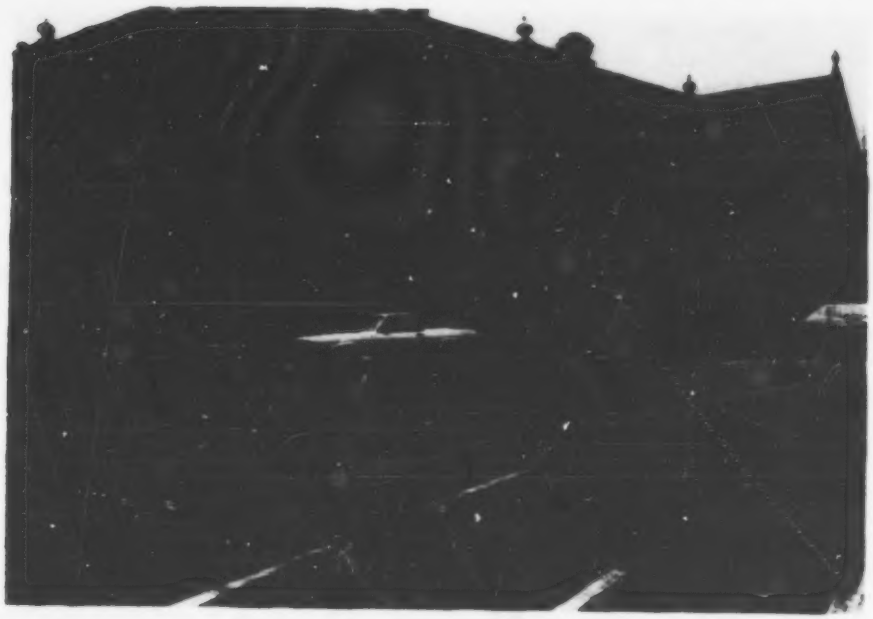
### 4.2.17 CPC Government of Canada Building, Kingston

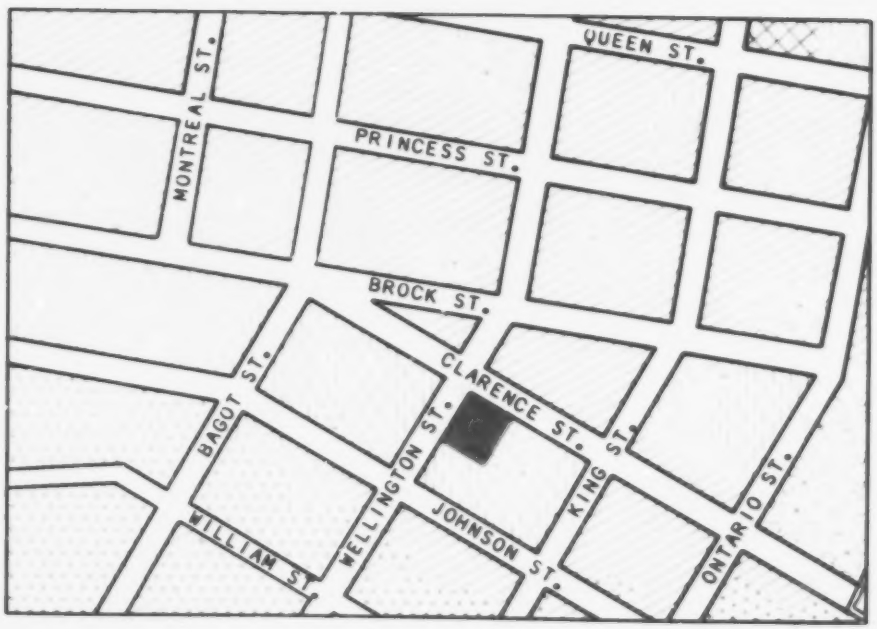
| | | |
|---|---|---|
| **Location:** | 106 Clarence Street, City of Kingston | |
| **Site:** | Area: | 0.55 ha |
| | Acquisition dates: | 1954, 1957 |
| | Zoning Designation: | commercial, central business district |
| | Access: | good by car and public transit |
| | Parking: | 41 spaces |
| **Structures:** | Occupants: | CPC,CEIC, DVA, DOC, TC, NFB, AGR, PWC, NRC, HWC, |
| | Use: | office, storage, letter processing |
| | Area: | 8308.8 $m^2$ (gross) |
| | | 6679.7 $m^2$ (rentable) |
| | Vacant Area: | 191.2 $m^2$ (usable, mark.) |
| | Construction date: | 1958 |
| | Storeys: | B+2 |
| **Surrounding Land Use:** | institutional, commercial, residential | |
| **CRPI Code:** | 35 10 011 35 063 DPW 009448 | |

CPC occupies the entire first floor and most of the basement of this building. Nine other government departments utilize the top floor and the remainder of the basement storage space.

**Figure 18**

**PWC OLD POST OFFICE AND CARETAKER'S RESIDENCE**
**TPC ANCIEN BUREAU DE POSTE ET RÉSIDENCE DU GARDIEN**






**SCALE / ECHELLE** 1:5200

Residential / Résidentiel
Commercial / Commercial
Open or Vacant Space / Espace vert ou Terrain vacant
Institutional / Institutionnel
Industrial / Industriel
Federal Property / Propriété Fédérale

### 4.2.18 PWC Old Post Office and Caretaker's Residence

**Location:** 86 Clarence Street, City of Kingston

**Site:**

| | |
|---|---|
| Area: | 0.14 ha |
| Acquisition date: | 1865 |
| Zoning Designation: | CBD commercial |
| Access: | good by car and public transit |
| Parking: | 7 spaces |

**Structures:**

**A. Post Office**

| | |
|---|---|
| Occupants: | National Parole Board |
| Use: | offices and storage |
| Area: | 1348 $m^2$ (gross) |
| | 853.3 $m^2$ (rentable) |
| Construction date: | 1865; 1912 addition |
| Storeys: | B+2 |
| PWC Heritage Status: | important |

**B. Caretaker's Residence**

| | |
|---|---|
| Occupants: | Private Tenants |
| Use: | residence |
| Area: | 162.0 $m^2$ (gross) |
| | 155.0 $m^2$ (rentable) |
| Construction date: | 1865 |
| Storeys: | B+2 |
| PWC Heritage Status: | preserve |

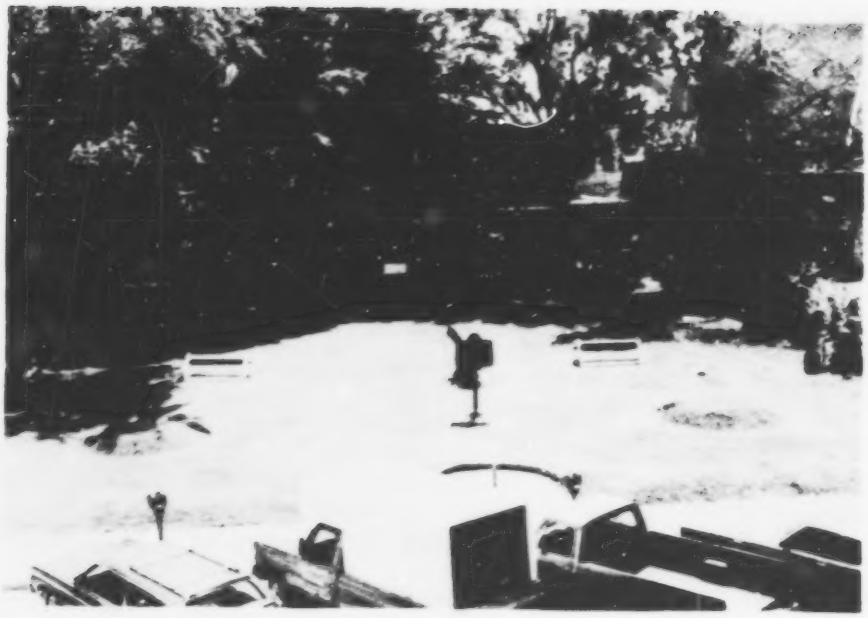
**Surrounding Land Use:** open space, commercial, institutional

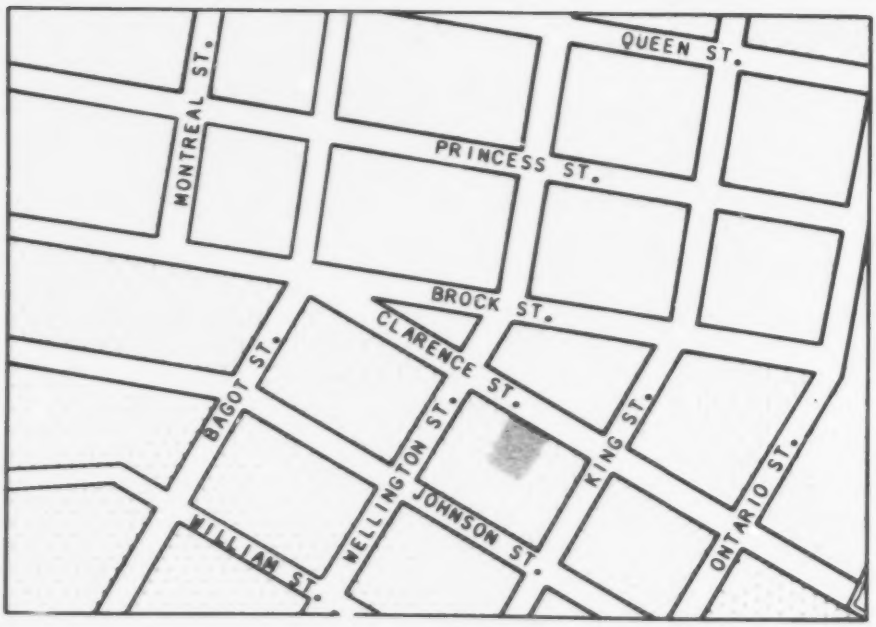
**CRPI Code:** 35 10 011 35 063 DPW 009451

Both structures form part of the historically and architecturally significant St. George's Cathedral Block. The differing size and architectural styles of limestone buildings render the block unique in the City of Kingston.

**Figure 19**

**PWC BOUCHIER PARK**
**TPC PARC BOUCHIER**






**SCALE / ECHELLE 1:5200**

Residential / Résidentiel

Commercial / Commercial

Open or Vacant Space / Espace vert ou Terrain vacant

Institutional / Institutionnel

Industrial / Industriel

Federal Property / Propriété Fédérale

### 4.2.19 PWC Bouchier Park

**Location:** Clarence Street between Old Post Office and Customs House; City of Kingston

**Site:**

| | |
|---|---|
| Area: | 0.14 ha |
| Acquisition date: | 1865 |
| Zoning Designation: | general recreation park |
| Access: | good by car and public transit |
| Use: | public park |

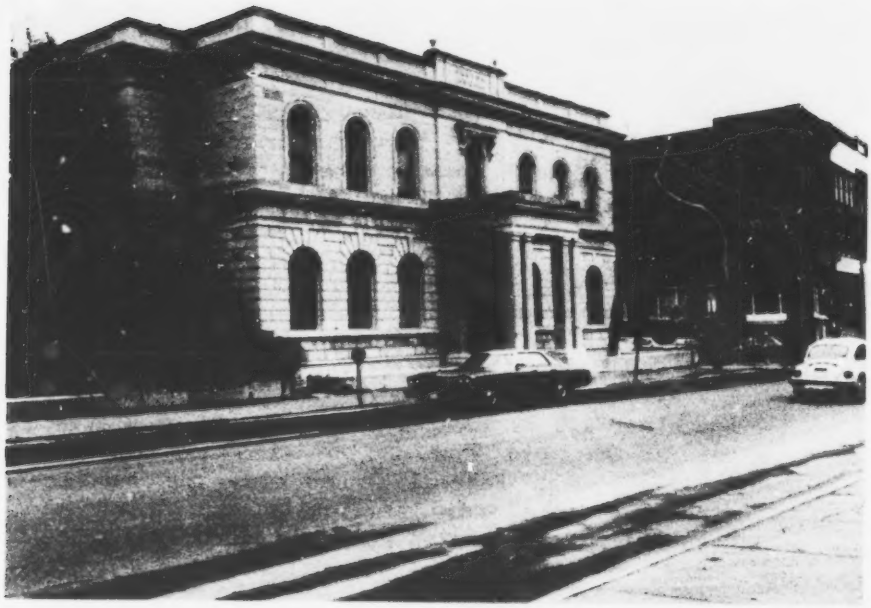
**Surrounding Land Use:** institutional, commercial

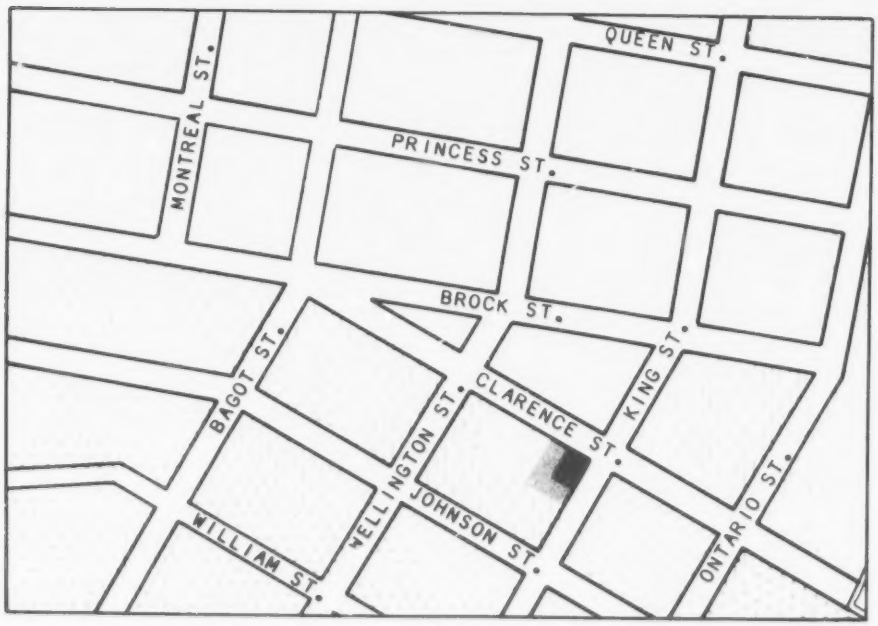
**CRPI Code:** 35 10 011 35 063 DPW 009451

Bouchier Park is located in the centre of historic St. George's block between the Old Post Office (see 4.2.18) and Customs House (see 4.2.20). The Federal Crown owns the northeastern half of this architecturally and historically significant block. The Park has been let to the City of Kingston since 1903.

**Figure 20**

**PWC CUSTOMS HOUSE**
**TPC MAISON DES DOUANES**






SCALE / ECHELLE 1:5200

Residential / Résidentiel
Commercial / Commercial
Open or Vacant Space / Espace vert ou Terrain vacant
Institutional / Institutionnel
Industrial / Industriel
Federal Property / Propriété Federale

### 4.2.20 PWC Customs House

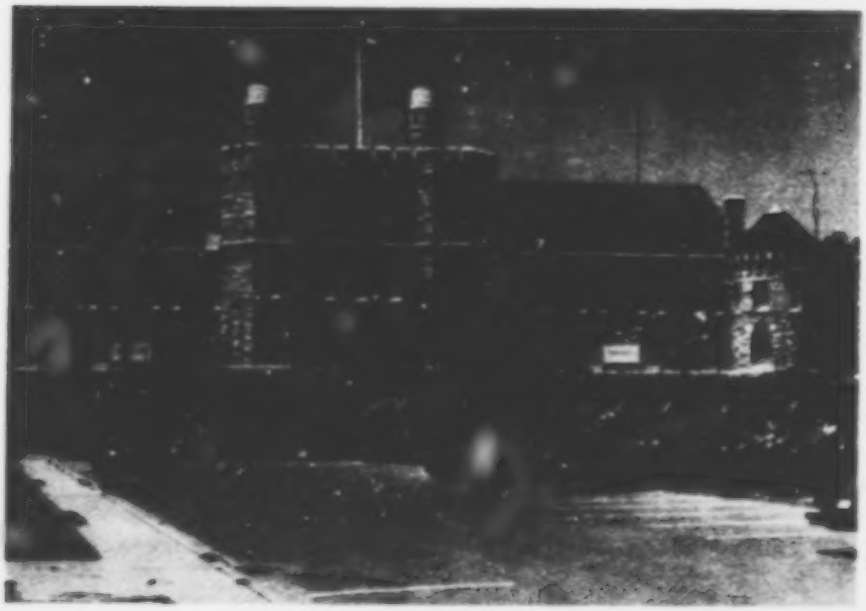
| | | |
|---|---|---|
| **Location:** | 294 King Street East, City of Kingston | |
| **Site:** | Area: | 0.14 ha (app.) |
| | Acquisition date: | 1865 |
| | Zoning Designation: | CBD commercial |
| | Access: | good by car and public transit |
| | Parking: | 10 spaces |
| **Structure:** | Occupants: | RC-C&E, PWC |
| | Use: | offices and storage |
| | Area: | 1063.4 $m^2$ (gross)<br>743.7 $m^2$ (rentable) |
| | Construction date: | 1859 |
| | Storeys: | B+2 |
| | PWC Heritage Status: | important |
| **Surrounding Land Use:** | institutional, commercial | |
| **CRPI Code:** | 35 10 011 35 063 DPW 009451 | |

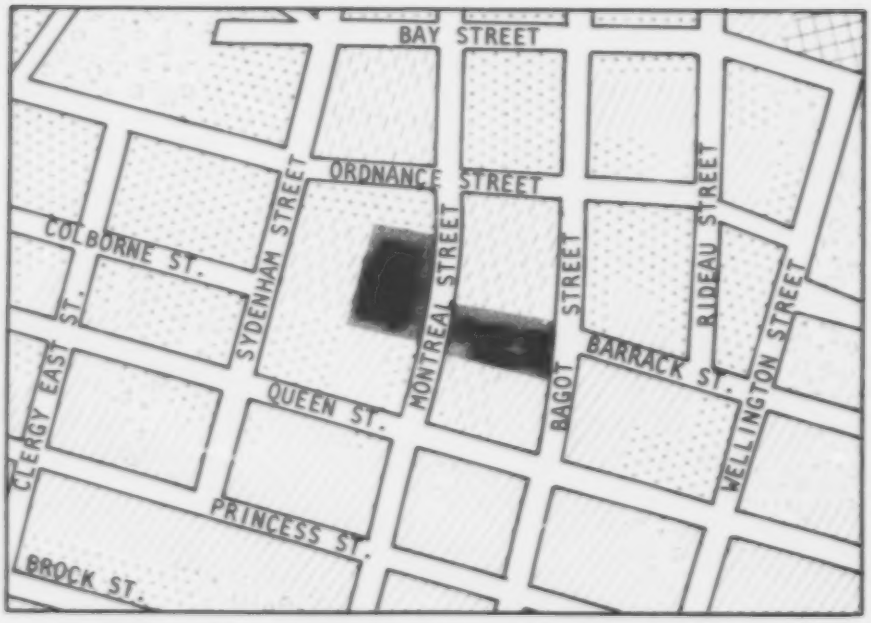
This historic limestone structure was the first Customs building in Canada. Together with Bouchier Park (see 4.2.19), the Old Post Office and Caretaker's Residence (see 4.2.18) these properties form the federally-owned half of St. George's block. Kingston's impressive City Hall and all of the buildings on this block were designed by the same architect.

The Customs House was recently restored in conjunction with the adjacent Old Post Office Building. The building has been designated as a heritage structure by the City of Kingston, under the Ontario Heritage Act.

Figure 21

DND ARMOURY AND ARTILLERY PARK
MDN MANÈGE MILITAIRE ET PARC DE L'ARTILLERIE






SCALE 1:5200

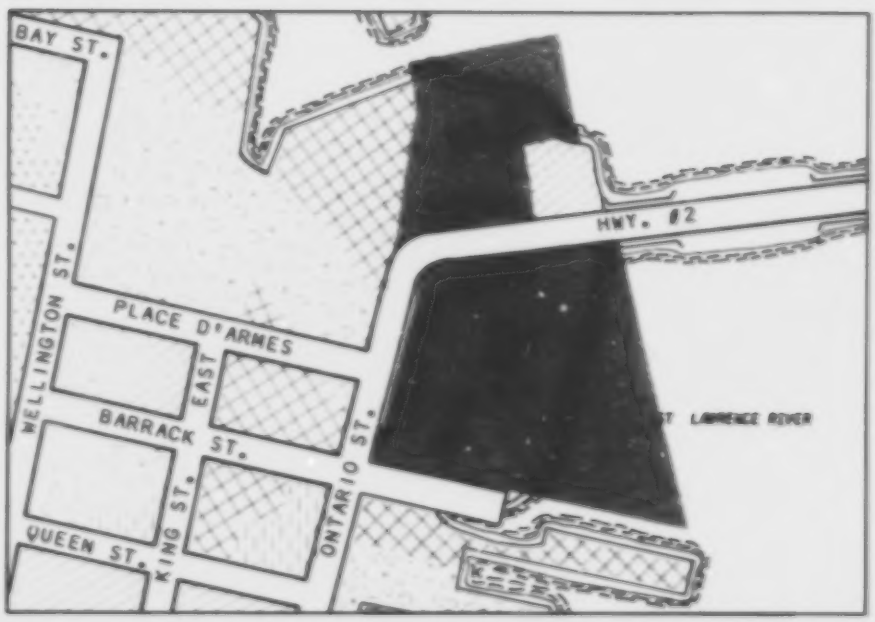
FEDERAL PROPERTY / PROPRIÉTÉ FÉDÉRALE
RESIDENTIAL / RÉSIDENTIEL
COMMERCIAL / COMMERCIAL
INDUSTRIAL / INDUSTRIEL
INSTITUTIONAL / INSTITUTIONNEL
OPEN SPACE & RECREATION / ESPACE VERT & RÉCRÉATION

### 4.2.21 DND Armoury and Artillery Park

| | | |
|---|---|---|
| **Location:** | Montreal Street between Ordnance and Queen Streets, City of Kingston | |
| **Site:** | Area: | 0.85 ha |
| | Acquisition date: | 1871 |
| | Zoning Designation: | residential (armoury), commercial (other buildings) |
| | Access: | good by car and public transit |
| | Parking: | 24 spaces |
| **Structure:** | Number: | 4 (2 admin., 1 oper., 1 inst.) |
| | Use: | armoury - used for training cadets and army and navy reserves; artillery park bldgs. - used for storage, base band practices and by air force and navy cadets |
| | Area: | 5525.13 $m^2$ (gross) |
| | Construction date: | 1871 |
| | Storeys: | armoury - 3 other bldgs. - 2 |
| **Surrounding Land Use:** | institutional, residential, commercial | |
| **CRPI Code:** | 35 10 011 35 063 DND 099446 | |

**Figure 22**

**DND FORT FRONTENAC**
**MDN FORT FRONTENAC**




**SCALE / ECHELLE 1:5200**

Residential / Résidentiel

Commercial / Commercial

Open or Vacant Space / Espace vert ou Terrain vacant

Institutional / Institutionnel

Industrial / Industriel

Federal Property / Propriété Fédérale

### 4.2.22 DND Fort Frontenac

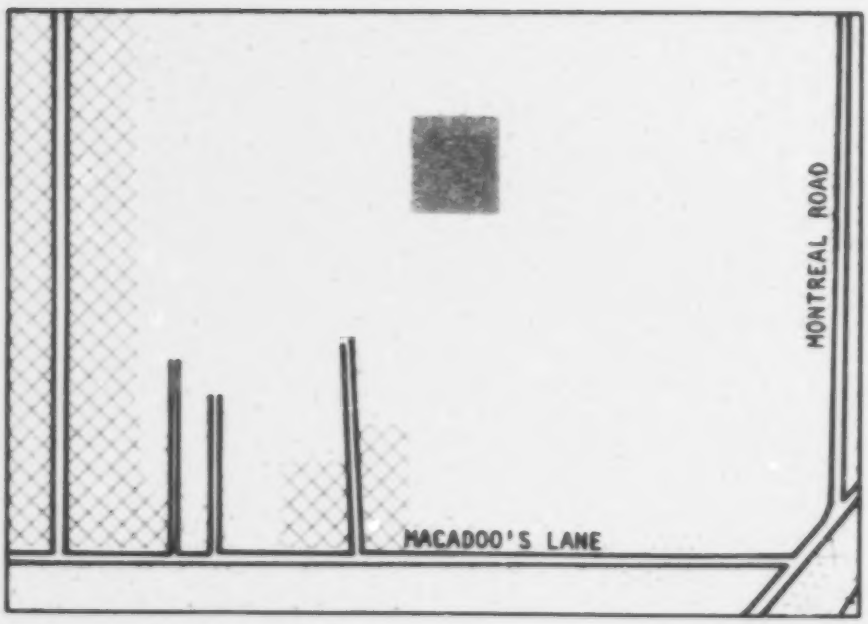
| | | |
|---|---|---|
| **Location:** | North and south of Highway #2 at western approach to LaSalle Causeway, City of Kingston | |
| **Site:** | Area: | 4.98 ha (3.22 ha land; 1.76 ha water) |
| | Acquisition date: | 1866 |
| | Zoning Designation: | special education and medical |
| | Access: | good by car and public transit |
| | Parking: | adequate |
| **Structure:** | Number: | 15 (9 oper., 3 admin., 2 inst., 1 res.) |
| | Use: | military teaching institution |
| | Area: | 13696.2 $m^2$ (gross) |
| | Construction date: | 1822 |
| **Surrounding Land Use:** | commercial, open space | |
| **CRFI Code:** | 35 10 011 35 063 DND 009445 | |

This historic facility is the site of the Canadian Land Forces Command and Staff College, and the National Defence College.

Figure 23

CBC TV TRANSMITTER SITE
R-C TRANSMETTEUR POUR TV

PHOTO NOT AVAILABLE/PHOTOGRAPHIE NON DISPONIBLE




SCALE / ECHELLE 1:15584

FEDERAL PROPERTY / PROPRIÉTÉ FÉDÉRALE
RESIDENTIAL / RÉSIDENTIEL
COMMERCIAL / COMMERCIAL
INDUSTRIAL / INDUSTRIEL
INSTITUTIONAL / INSTITUTIONNEL
OPEN SPACE & RECREATION / ESPACE VERT & RÉCRÉATION

### 4.2.23 CBC T.V. Transmitter Site

| | | |
|---|---|---|
| **Location:** | Part Lot 30, Concession IV East, Township of Kingston | |
| **Site:** | Area: | 4.88 ha |
| | Acquisition date: | 1975 |
| | Zoning Designation: | restricted agricultural |
| | Access: | fair by car and public transit |
| **Structure:** | Number: | three (tower and two operational) |
| | Area: | 114.46 $m^2$ |
| | Use: | transmission tower and transmitter house |
| | Construction date: | 1975 |
| **Surrounding Land Use:** | open space | |
| **CRPI Code:** | not available | |

This relatively flat wooded property is the site of CBC's transmission tower and transmitter house. The transmitter building and a small enclosure housing a diesel generator are required for the transmission of CBC's French programming. Farms and woodland surround the area.

**Figure 24**

**DOE(PC) GREAT CATARAQUI MARSH AND RIVER**
**EC(PC) RIVIÈRE ET MARAIS DE GREAT CATARAQUI**

SCALE / ECHELLE 1:40650

Residential / Résidentiel
Commercial / Commercial
Open or Vacant Space / Espace vert ou Terrain vacant
Institutional / Institutionnel
Industrial / Industriel
Federal Property / Propriété Fédérale

### 4.2.24 EC(PC) Great Cataraqui Marsh and River

**Location:** North of Kingston Harbour and south of Kingston Mills

**Site:**

| | |
|---|---|
| Area: | 500 ha (app.) |
| Acquisition date: | 1827 |
| Use: | vacant |
| Zoning Designation: | general recreation park harbour, open space |
| Access: | good by car and public transit |

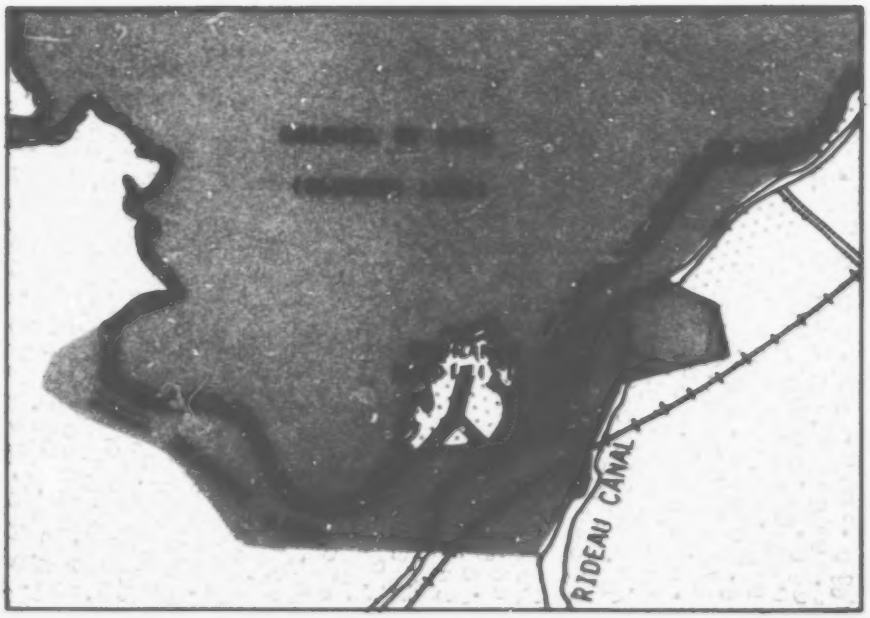
**Surrounding Land Use:** open space, industrial, residential

**CRPI Code:** Not available

This property is considered part of the Rideau Canal. According to an Act of Parliament, Chapter 1, 8th year of George IV, A.D. 1827, all lands which Colonel By (the officer in charge of the construction of Rideau Canal) "ascertained were necessary and proper for making the said Canal" between Lake Ontario and the Ottawa River were claimed by the Federal Crown.

Figure 23

**DOE(PC) KINGSTON MILLS LOCK STATION, CANAL RESERVE AND ORDNANCE LANDS**
**EC(PC) ÉCLUSE DE KINGSTON MILLS, EMPRISE DU CANAL ET TERRAINS MILITAIRES**




SCALE / ECHELLE 1:9200

| | | | |
|---|---|---|---|
| FEDERAL PROPERTY / PROPRIÉTÉ FÉDÉRALE | | INDUSTRIAL / INDUSTRIEL | |
| RESIDENTIAL / RÉSIDENTIEL | | INSTITUTIONAL / INSTITUTIONNEL | |
| COMMERCIAL / COMMERCIAL | | OPEN SPACE & RECREATION / ESPACE VERT & RÉCRÉATION | |

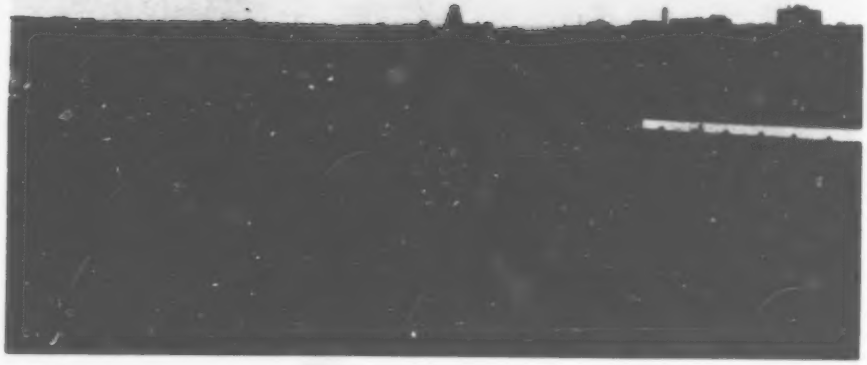
### 4.2.25 EC(PC) Kingston Mills Lock Station, Canal Reserve and Ordnance Lands

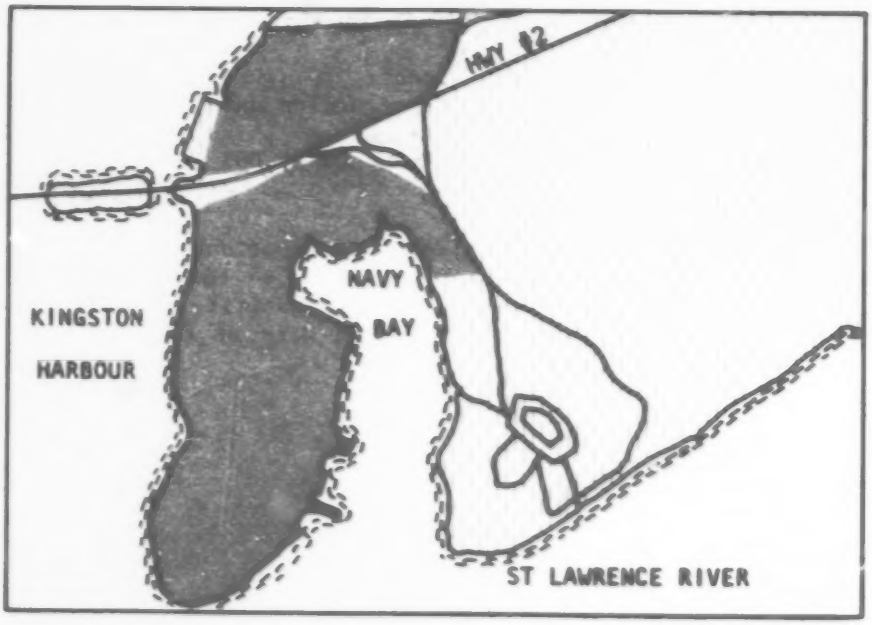
| | | |
|---|---|---|
| **Location:** | Lots 37 and 38, Concession II, Township of Pittsburgh<br>Lots 35, 36 and 37, Concession IV, Township of Kingston | |
| **Site:** | Area: | 140 ha (app.) |
| | Acquisition date: | 1827 |
| | Zoning Designation: | restricted agriculture, environmental protection area, residential, open space restricted rural |
| | Access: | good by car and inaccessible by public transit |
| | Parking: | adequate on site |
| **Structures:** | Number: | 5 (3 oper., 1 admin., 1 res. - all at lock station) |
| | Use: | museum, maintenance of lock station, residential |
| | Area: | 398.03 $m^2$ (gross) |
| | Construction date: | 1828-32 |
| **CRPI Code:** | 35 10 009 35 063 IAN 209438 | |

Kingston Mills is considered an important lock station because of its location at the southern entrance to the Rideau Canal. The station ranks among the canal system's busiest. It is readily accessible from Highway #401 and from the City of Kingston, further increasing visitor potential.

**Figure 26**

**DND ROYAL MILITARY COLLEGE**
**MDN COLLEGE MILITAIRE ROYAL**






SCALE / ECHELLE 1:15000

| | | | |
|---|---|---|---|
| FEDERAL PROPERTY | PROPRIÉTÉ FÉDÉRALE | INDUSTRIAL | INDUSTRIEL |
| RESIDENTIAL | RÉSIDENTIEL | INSTITUTIONAL | INSTITUTIONNEL |
| COMMERCIAL | COMMERCIAL | OPEN SPACE & RECREATION | ESPACE VERT & RÉCRÉATION |

### 4.2.26 DND Royal Military College

| | | |
|---|---|---|
| **Location:** | Port Frederick Peninsula, north and south Hwy. #2, at the eastern approach to the LaSalle Causeway. | |
| **Site:** | Area: | 48.28 ha |
| | Acquisition date: | 1871 |
| | Zoning Designation: | institutional |
| | Access: | good by car and inaccessible by public transit |
| | Parking: | adequate |
| **Structures:** | Number: | 47 (9 residential) |
| | Use: | academic military college and museum |
| | Area: | 68 948.8 $m^2$ (gross) |
| | Construction date: | 1813 |

**Surrounding Land Use:** institutional, open space

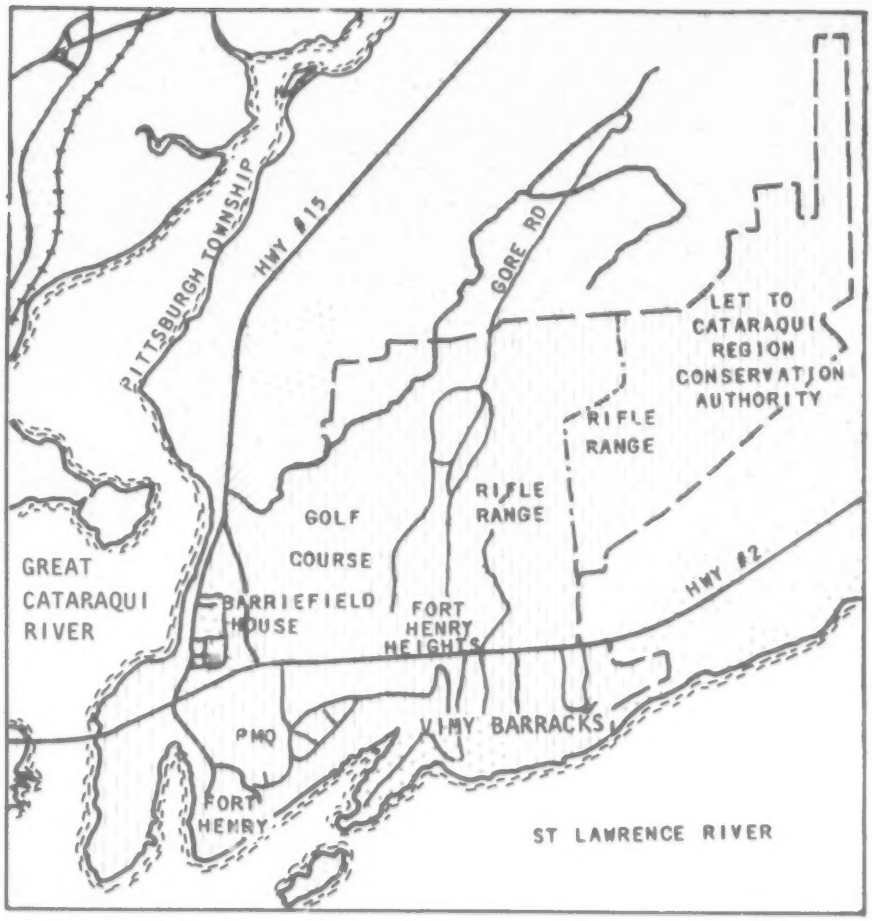
**CRPI Code:** 35 10 006 35 063 DND 00945

The Royal Military College, a university since 1958, is one of the oldest national education facilities and an active Canadian Forces establishment. The general public is not allowed inside any of the buildings, with the exception of the Fort Frederick Museum.

**Figure 27**

**DND BARRIEFIELD HOUSE AND GARAGE**
**MDN GARAGE ET MAISON BARRIEFIELD**

PHOTO NOT AVAILABLE/PHOTOGRAPHIE NON DISPONIBLE




SCALE / ECHELLE 1:47000

| | | | |
|---|---|---|---|
| FEDERAL PROPERTY | PROPRIÉTÉ FÉDÉRALE | INDUSTRIAL | INDUSTRIEL |
| RESIDENTIAL | RÉSIDENTIEL | INSTITUTIONAL | INSTITUTIONNEL |
| COMMERCIAL | COMMERCIAL | OPEN SPACE & RECREATION | ESPACE VERT & RÉCRÉATION |

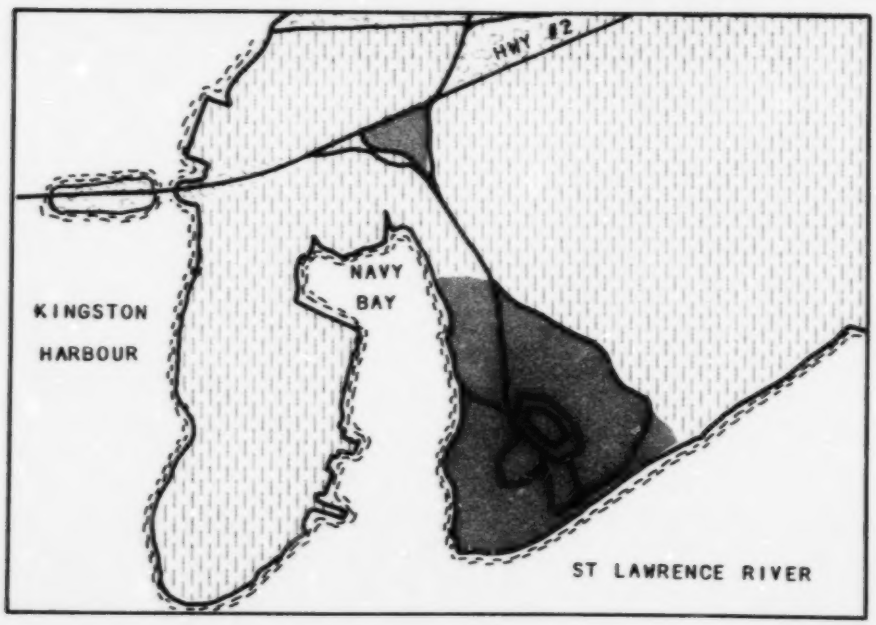
### 4.2.27 DND Barriefield House and Garage

| | | |
|---|---|---|
| **Location:** | Northeast of James Street at Highway 15, Township of Pittsburgh | |
| **Site:** | Area: | 0.32 ha |
| | Acquisition date: | 1910 |
| | Zoning Designation: | residential |
| | Access: | good by car and public transit |
| | Parking: | adequate on site |
| **Structures:** | Number: | 2 (1 oper., 1 res.) |
| | Use: | residence, permanent married quarters |
| | Area: | 408.87 $m^2$ (gross) |
| | Construction date: | not available |
| | Storeys: | B+2 |
| | Heritage Status: | designated under Ontario Heritage Act as a Heritage Conservation District |
| **CRPI Code:** | 35 10 006 35 063 DND 009408 | |

Barriefield House is one of CFB Kingston's Permanent Married Quarters. The property is situated in the Village of Barriefield.

**Figure 28**

**DND OLD FORT HENRY NHS**
**MDN ANCIEN FORT HENRY, LIEU NATIONAL HISTORIQUE**




SCALE / ECHELLE 1:15000

| | | | |
|---|---|---|---|
| FEDERAL PROPERTY | PROPRIÉTÉ FÉDÉRALE | INDUSTRIAL | INDUSTRIEL |
| RESIDENTIAL | RÉSIDENTIEL | INSTITUTIONAL | INSTITUTIONNEL |
| COMMERCIAL | COMMERCIAL | OPEN SPACE & RECREATION | ESPACE VERT & RÉCRÉATION |

### 4.2.28 DND Old Fort Henry National Historic Site

| | | |
|---|---|---|
| **Location:** | South of Highway #2 on Point Henry<br>Township of Pittsburgh | |
| **Site:** | Area: | 23.9 ha |
| | Acquisition date: | 1866 |
| | Zoning designation: | institutional |
| | Access: | good by car and public transit |
| | Parking: | adequate |
| **Structures:** | Number: | 9 (fort, house, 3 original storage sheds, garage paint-shed, stockade and information booth) |
| | Use: | National Historic Site, museum |
| | Construction date: | 1812 |
| | Heritage Status: | National Historic Site |
| **Surrounding Land Use:** | institutional | |
| **CRPI Code:** | Part of 35 10 006 35 063 DND 00947 | |

Built during the War of 1812 as a bastion against invasion from the south, Old Fort Henry now houses an extensive collection of British and Canadian military arms and artifacts. A century after its construction, the Fort was restored to its original state and is now open for touring from mid-May to mid-October and attracts over 200,000 visitors annually.

**Figure 29**

**DND CFB KINGSTON**
**MDN BFC DE KINGSTON**

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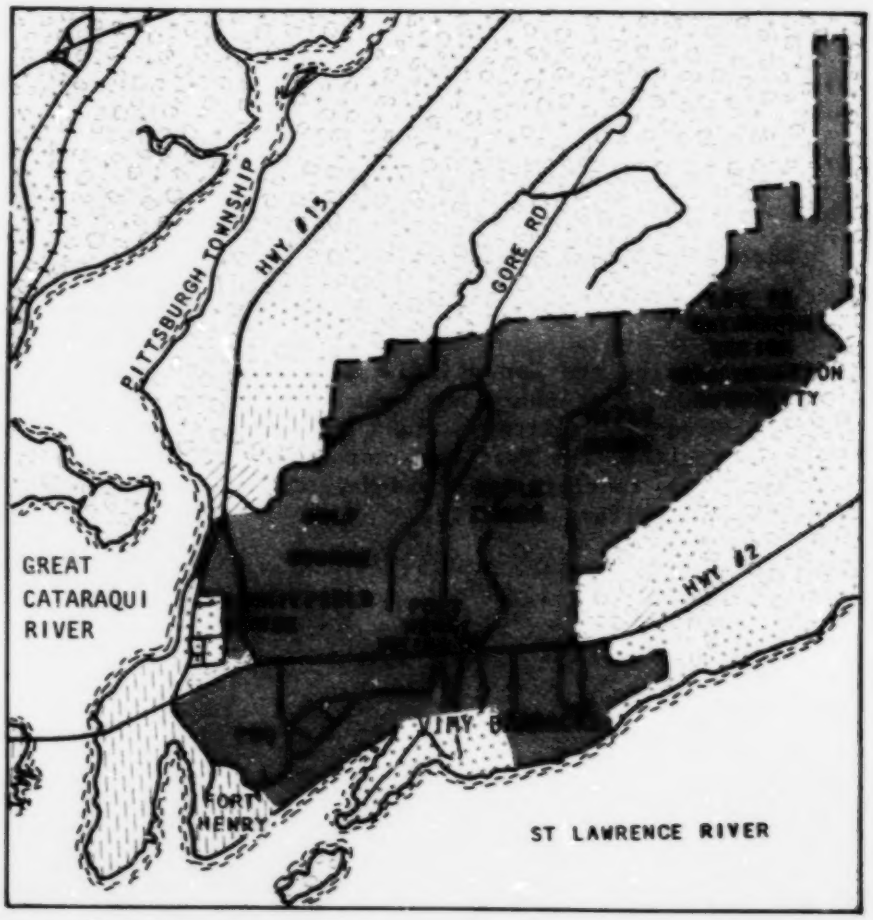


SCALE / ECHELLE 1:47000

| | | | |
|---|---|---|---|
| FEDERAL PROPERTY / PROPRIÉTÉ FÉDÉRALE | | INDUSTRIAL / INDUSTRIEL | |
| RESIDENTIAL / RÉSIDENTIEL | | INSTITUTIONAL / INSTITUTIONNEL | |
| COMMERCIAL / COMMERCIAL | | OPEN SPACE & RECREATION / ESPACE VERT & RÉCRÉATION | |

### 4.2.29 DND CFB Kingston

| | | |
|---|---|---|
| **Location:** | North and south of Highway #2, southwest corner of Pittsburgh Township | |
| **Site:** | Area: | 921.3 ha |
| | Acquisition dates: | 1866, 1940 |
| | Zoning designation: | institutional (CFB) |
| | Access: | good by car and public transit |
| | Parking: | adequate on site |
| **Structures:** | Number: | 629 (489 residential, 101 operational, 35 institutional, 4 administrative) |
| | Use: | provides administrative and support services for several integral, lodger, reserve, militia and cadet units |
| | Area: | 233 549 $m^2$ (gross) |
| | Construction dates: | 1948, 1951, 1960 |
| **Surrounding Land Use:** | institutional, residential, commercial, open space | |
| **CRPI Code:** | 35 10 006 35 063 DND 009406<br>35 10 006 35 063 DND 009407 | |

**Figure 30**

**DND DEADMAN BAY WATERLOT**
**MDN LOT DE GRÈVE DE LA BAIE DEADMAN**

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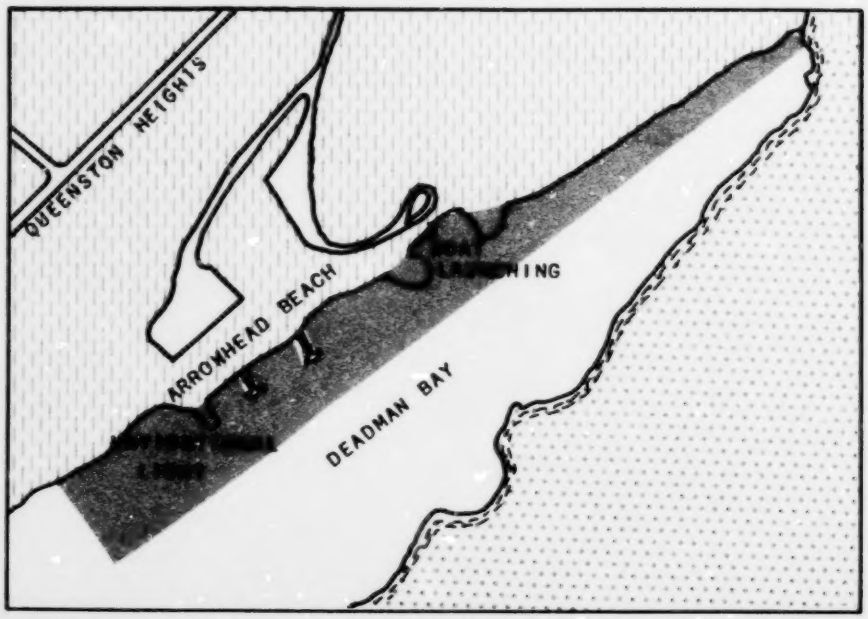



SCALE / ECHELLE 1:4800

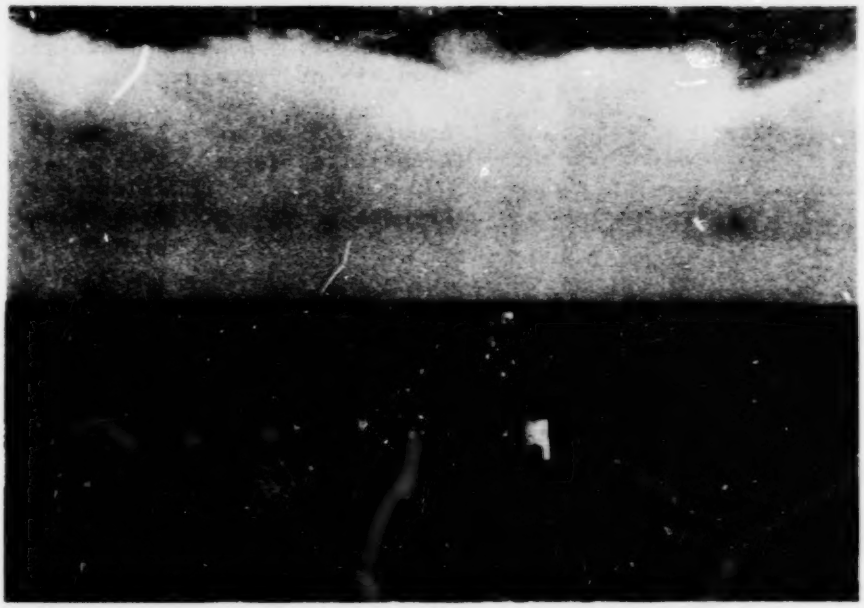
| | | | |
|---|---|---|---|
| FEDERAL PROPERTY | PROPRIÉTÉ FÉDÉRALE | INDUSTRIAL | INDUSTRIEL |
| RESIDENTIAL | RÉSIDENTIEL | INSTITUTIONAL | INSTITUTIONNEL |
| COMMERCIAL | COMMERCIAL | OPEN SPACE & RECREATION | ESPACE VERT & RÉCRÉATION |

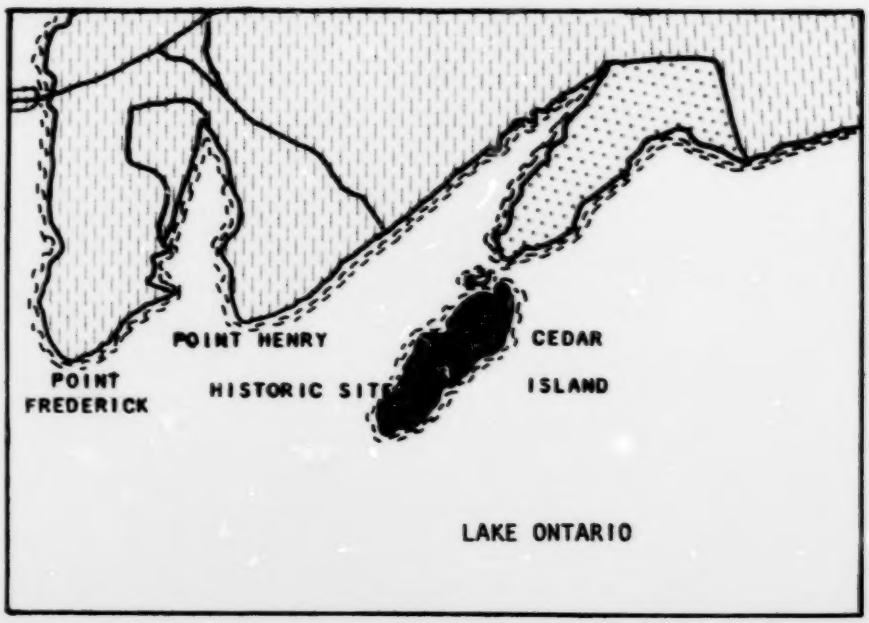
### 4.2.30 DND Deadman Bay Waterlot

| | | |
|---|---|---|
| **Location:** | Deadman Bay opposite Cartwright Point, Township of Pittsburgh | |
| **Site:** | Area: | 2.77 ha |
| | Acquisition date: | 1963 reserved from Province |
| | Access: | good by car and public transit |
| **Surrounding Land Use:** | institutional | |
| **CRPI Code:** | 35 10 006 35 063 DND 009410 | |

**Figure 31**

**DOE(PC) CEDAR ISLAND, FORT CATHCART NHS**
**EC(PC) ÎLE CEDAR, LIEU NATIONAL HISTORIQUE DU FORT CATHCART**



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| FEDERAL PROPERTY | PROPRIÉTÉ FÉDÉRALE | INDUSTRIAL | INDUSTRIEL |
| RESIDENTIAL | RÉSIDENTIEL | INSTITUTIONAL | INSTITUTIONNEL |
| COMMERCIAL | COMMERCIAL | OPEN SPACE & RECREATION | ESPACE VERT & RÉCRÉATION |

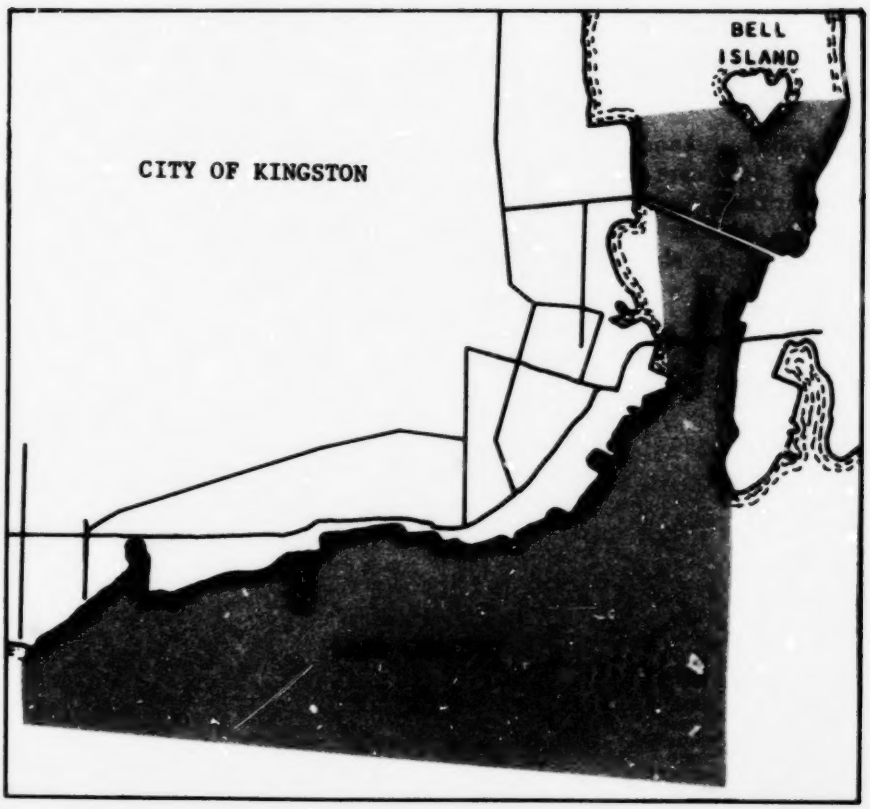
### 4.2.31 EC(PC) Cedar Island, Fort Cathcart National Historic Site

| | | |
|---|---|---|
| **Location:** | St. Lawrence River, south of Cartwright Park, Township of Pittsburgh | |
| **Site:** | **Area:** | 9.31 ha |
| | **Acquisition date:** | 1924 |
| | **Zoning Designation:** | open space |
| | **Access:** | by boat only |
| | **Heritage Status:** | National Historic Site |
| **Structure:** | **Number:** | 5 (4 oper., 1 res.) |
| | **Use:** | camping, historic site, part of national park |
| | **Area:** | 338.7 $m^2$ (gross) |
| | **Construction date:** | 1846 |
| **CRPI Code:** | 35 10 006 31 063 IAN 209431 | |

Cedar Island is part of the St. Lawrence Islands National Park. One of six martello towers in the Kingston area, Fort Cathcart was built during the Oregon Crisis in 1846-47 to defend the City dockyards and the Rideau Canal. The tower is not open to the public. Two docks and a picnic shelter are provided for public use.

**Figure 32**

**TC KINGSTON HARBOUR**
**TC PORT DE KINGSTON**

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FEDERAL PROPERTY PROPRIÉTÉ FÉDÉRALE
RESIDENTIAL RÉSIDENTIEL
COMMERCIAL COMMERCIAL
INDUSTRIAL INDUSTRIEL
INSTITUTIONAL INSTITUTIONNEL
OPEN SPACE & RECREATION ESPACE VERT & RÉCRÉATION

### 4.2.32 TC Kingston Harbour

| | | |
|---|---|---|
| **Site:** | **Area:** | Not available |
| | **Acquisition date:** | 1867 (1963 Ontario Harbours Agreement) |
| **CRPI Code:** | | 35 10 011 035 063 MOT 122905 |

The City of Kingston has long been an important centre for marine transportation. It developed as an essential shipping and military port, however, today it is becoming a significant recreational boating centre due to its location at the junction of the Rideau Canal and the St. Lawrence Seaway. Its strength as a shipping centre has been diminishing; and commercial dockage at Kingston's public wharves (the Crawford Dock and LaSalle Causeway Wharf) has been primarily for repairs rather than cargo. This trend has also lead to the removal of the railways which formerly served the waterfront wharves, and to a substantial decrease in the amount of industrial land use along the Kingston waterfront.

**Figure 33**

**DFO PORTSMOUTH WHARF**
**MPO QUAI DE PORTSMOUTH**

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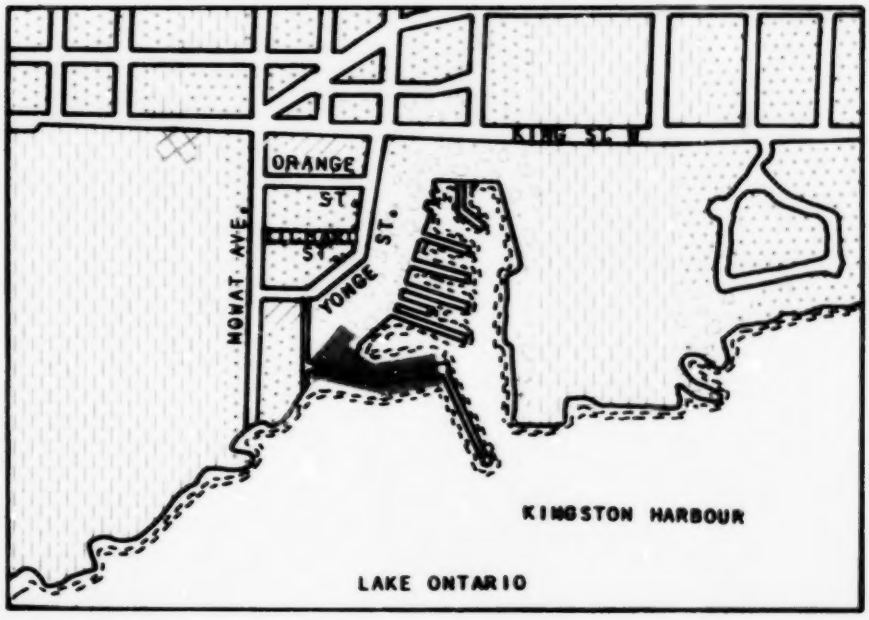


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| FEDERAL PROPERTY / PROPRIÉTÉ FÉDÉRALE | | INDUSTRIAL / INDUSTRIEL | |
| RESIDENTIAL / RÉSIDENTIEL | | INSTITUTIONAL / INSTITUTIONNEL | |
| COMMERCIAL / COMMERCIAL | | OPEN SPACE & RECREATION / ESPACE VERT & RÉCRÉATION | |

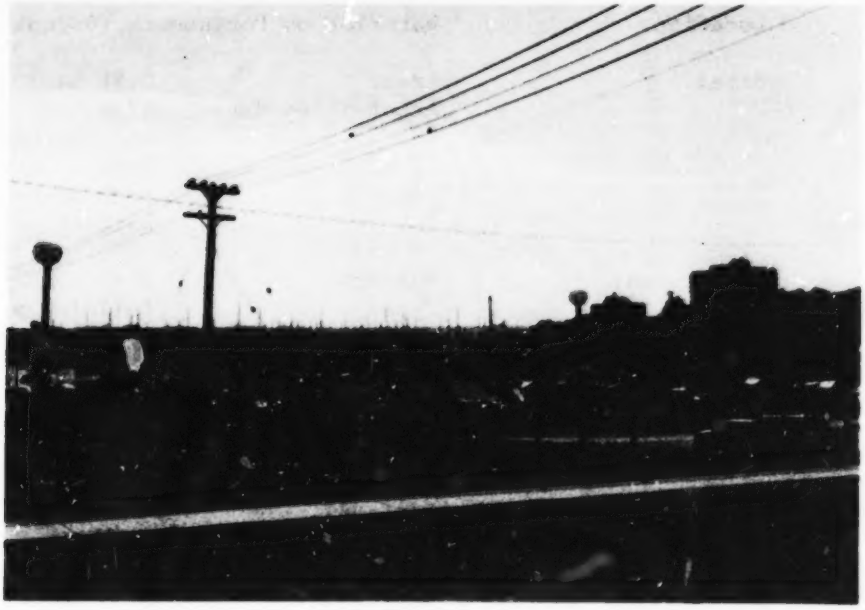
### 4.2.33 DFO Portsmouth Wharf

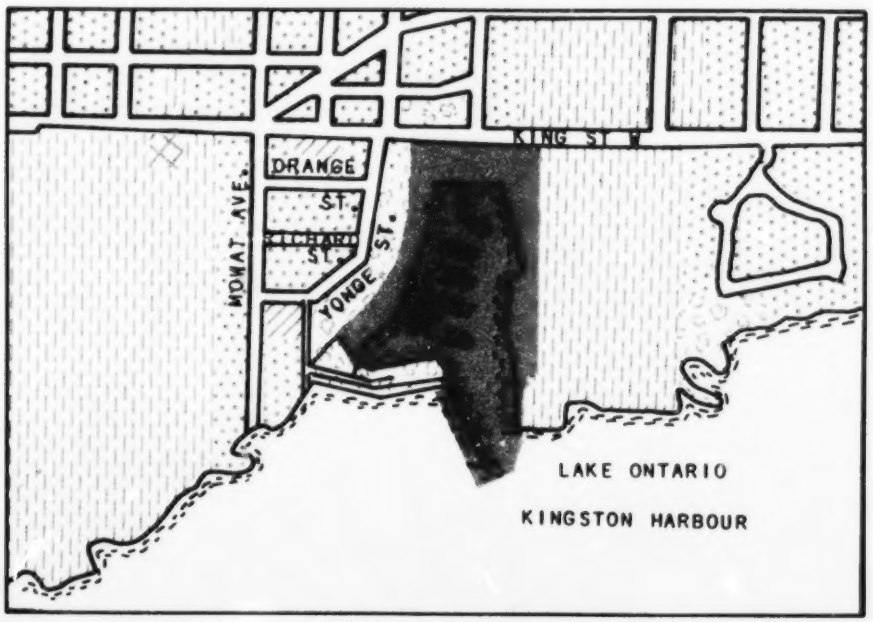
| | | |
|---|---|---|
| **Location:** | Waterlot on Portsmouth (Olympic) Harbour | |
| **Site:** | Area: | 0.91 ha |
| | Acquisition date: | 1914 |
| | Zoning Designation: | harbour open space and park |
| | Use: | part of a small craft harbour |
| **Structures:** | Number: | 2 |
| | Type: | building and pier |
| **A. Building:** | Occupant: | CCG-SAR |
| | Area: | 219.5 $m^2$ |
| | Construction date: | 1977 |
| | Material: | trailer on a concrete foundation |
| | Storeys: | one |
| | Condition: | good |
| **Surrounding Land Use:** | open space and institutional | |
| **CRPI Code:** | 3510 011 35 063 DPW 023173 | |

This property is used as a public wharf. In the mid 1970's, the wharf was reconstructed to serve as a breakwater for the protection of the harbour during the 1976 Olympic yachting events.

**Figure 34**

**DFO PORTSMOUTH HARBOUR**
**MPO PORT DE PORTSMOUTH**



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| COMMERCIAL / COMMERCIAL | | OPEN SPACE & RECREATION / ESPACE VERT & RÉCRÉATION | |

### 4.2.34 DFO Portsmouth Harbour

| | | |
|---|---|---|
| **Location:** | Waterfront area, east of Yonge Street, South of King Street, City of Kingston. | |
| **Site:** | Area: | 8.6 ha (approximately) owned by DFO<br>9.5 ha total (approximately) administered by DFO |
| | Acquisition date: | transferred from TC to DFO by Order in Council PC 1979-2522 |
| | Zoning Designation: | harbour open space and general recreation park |
| | Access: | good by car and public transit |
| | Number: | 10 |
| | Type: | facewall, 5 permanent docks, 2 floating docks, 1 ramp, Olympic bldg. |
| | Construction date: | 1975 |
| **Surrounding Land Use:** | open space and institutional | |
| **CRPI Code:** | not available | |

Portsmouth Harbour, site of the 1976 Olympic yachting events, has been a public harbour since Confederation.

Figure 35

TC WATERLOT AT FOOT OF MORTON STREET
TC LOT DE GRÈVE AU BAS DE LA RUE MORTON

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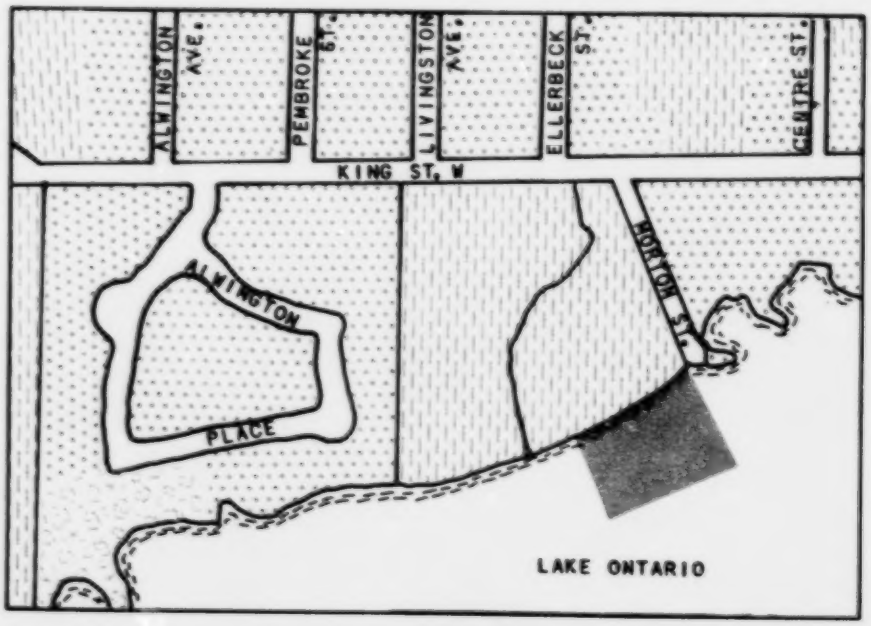


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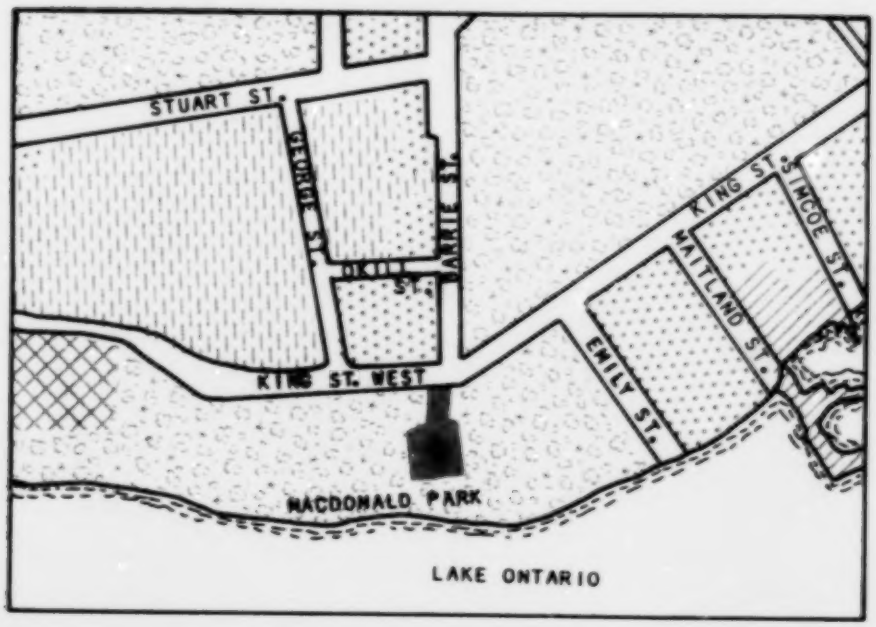
| RESIDENTIAL | RÉSIDENTIEL | INSTITUTIONAL | INSTITUTIONNEL |
| COMMERCIAL | COMMERCIAL | OPEN SPACE & RECREATION | ESPACE VERT & RÉCRÉATION |

### 4.2.35 TC Waterlot at Foot of Horton Street

| | | |
|---|---|---|
| **Location:** | 370 King Street West | |
| **Site:** | **Area:** | 0.81 ha |
| | **Acquisition dates:** | 1918 (DND), 1971 (TC) |
| | **Zoning Designation:** | harbour, open space (vacant) |
| **Surrounding Land Use:** | institutional | |
| **CRPI Code:** | not available | |

Figure 36

DOE(PC) MURNEY TOWER NHS
EC(PC) TOUR MURNEY, LIEU NATIONAL HISTORIQUE

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FEDERAL PROPERTY / PROPRIÉTÉ FÉDÉRALE
RESIDENTIAL / RÉSIDENTIEL
COMMERCIAL / COMMERCIAL
INDUSTRIAL / INDUSTRIEL
INSTITUTIONAL / INSTITUTIONNEL
OPEN SPACE & RECREATION / ESPACE VERT & RÉCRÉATION

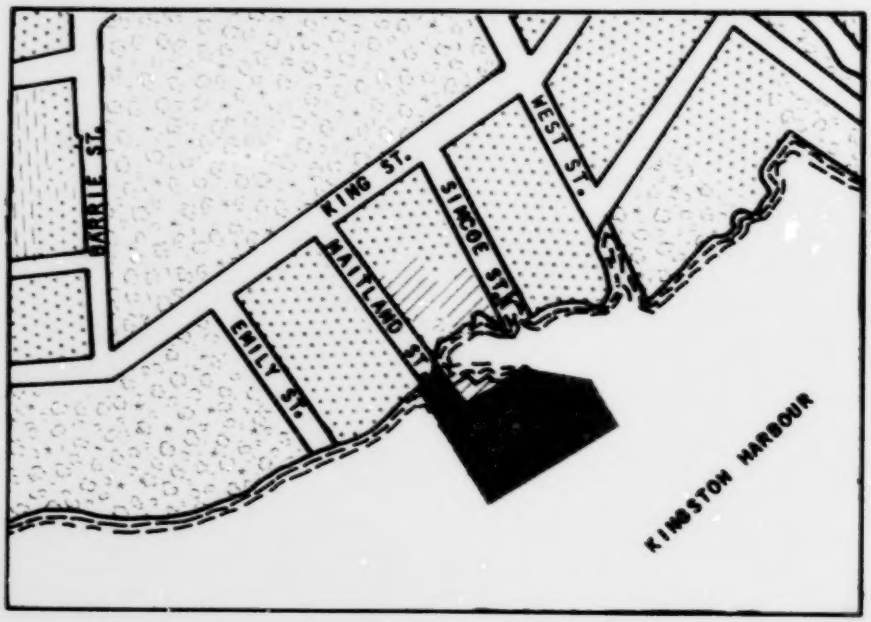
### 4.2.36 EC(PC) Murney Tower National Historic Site

| | | |
|---|---|---|
| **Location:** | South of King Street West - Barrie Street intersection, City of Kingston | |
| **Site:** | Area: | 0.16 ha |
| | Acquisition date: | 1924 |
| | Zoning Designation: | general recreational park |
| | Access: | good by car and public transit |
| | Parking: | adequate |
| **Structure:** | Use: | Museum, park and access |
| | Occupant: | Kingston Historical Society |
| | Area: | 139.35 $m^2$ (gross) |
| | Construction date: | 1846 |
| | Heritage Status: | National Historic Site |
| **Surrounding Land Use:** | open space, institutional, residential | |
| **CRFI Code:** | 35 10 011 35 063 IAN 209473 | |

Murney Tower, the focal point of municipally-owned Macdonald Park, is one of six martello towers in the Kingston area built during the Oregon Crisis in 1846-47 to defend the city, its dockyards and the Rideau Canal.

**Figure 37**

**DFO KINGSTON YACHT CLUB**
**MPO CLUB DE YACHT DE KINGSTON**

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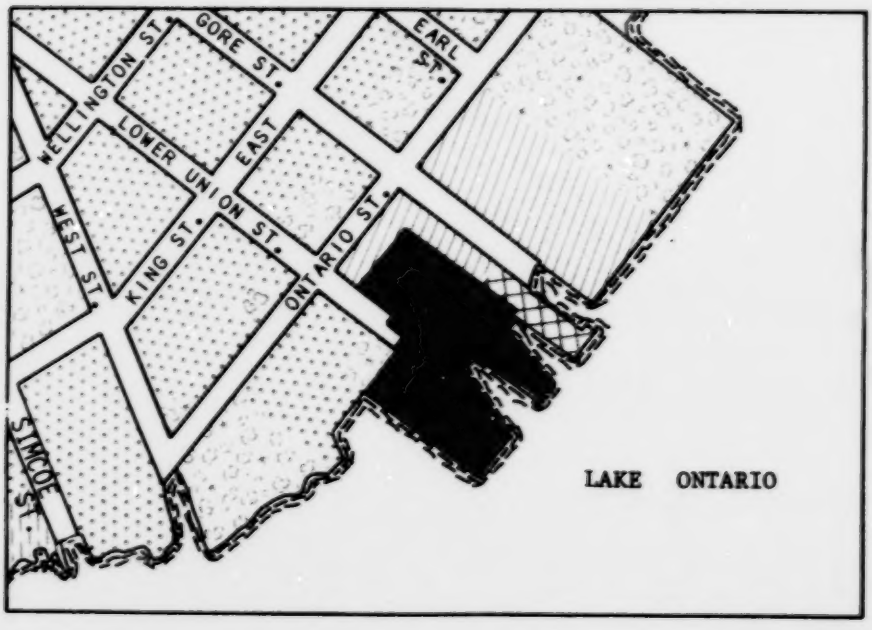
| RESIDENTIAL | RÉSIDENTIEL | INSTITUTIONAL | INSTITUTIONNEL |
| COMMERCIAL | COMMERCIAL | OPEN SPACE & RECREATION | ESPACE VERT & RÉCRÉATION |

### 4.2.37 DFO Kingston Yacht Club

| | | |
|---|---|---|
| **Location:** | Foot of Maitland Street, City of Kingston | |
| **Site:** | Area: | 0.76 ha (landfill and water) |
| | Acquisition date: | Part of Kingston Harbour in 1867, transferred to DFO in 1979 |
| | Zoning Designation: | open space, private open space |
| | Access: | good by car and public transit |
| **Surrounding Land Use:** | open space, private open space | |
| **CRPI Code:** | not available | |

Figure 38

PWC DRY DOCK NHS
TPC CALE SÈCHE, LIEU NATIONAL HISTORIQUE

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| RESIDENTIAL | RÉSIDENTIEL | INSTITUTIONAL | INSTITUTIONNEL |
| COMMERCIAL | COMMERCIAL | OPEN SPACE & RECREATION | ESPACE VERT & RÉCRÉATION |

### 4.2.38 PWC Dry Dock National Historic Site

| | | |
|---|---|---|
| **Location:** | 55 Ontario Street (at the foot of Lower Union Street), City of Kingston | |
| **Site:** | Area: | 1.71 ha (app.) |
| | Acquisition date: | 1888 |
| | Zoning Designation: | park |
| | Access: | good by car and public transit |
| | Parking: | adequate on-site |
| **Structures:** | Number: | four buildings and dry dock |
| | Occupants: | City of Kingston, Kingston Marine Museum, and private boat owners |
| | Use: | Marine museum, library, boat mooring and vacant |
| | Heritage Status: | dry dock and pumphouse designated national historical site |

**A. Pumphouse**

| | |
|---|---|
| Area: | 339.7 $m^2$ (gross) |
| Use: | marine museum |
| Construction date: | 1891 |
| Material: | limestone |
| Storeys: | 1+B |
| Condition: | fair |

**B. Extension of Pumphouse Building**

| | |
|---|---|
| Area: | 286.2 $m^2$ |
| Use: | museum exhibit area and forge |
| Construction date: | 1915 |
| Material: | metal clad |
| Storeys: | 1 |
| Condition: | fair |

**C. Wood Truss Building**

| | |
|---|---|
| Area: | 482.0 $m^2$ |
| Use: | museum exhibits, office and storage |
| Construction date: | 1938 |
| Material: | wood |
| Storeys: | 2 |
| Condition: | fair |

**D. Block Building**

| | |
|---|---|
| **Area:** | 85.1 $m^2$ |
| **Use:** | vacant |
| **Construction date:** | 1920 |
| **Material:** | stone faced concrete block walls |
| **Storeys:** | 1 |
| **Condition:** | fair |

**E. Dry Dock**

| | |
|---|---|
| **Area:** | 2769 $m^2$ |
| **Use:** | boat mooring |
| **Construction date:** | 1888-1892 |
| **Material:** | limestone and concrete |
| **Condition:** | fair |

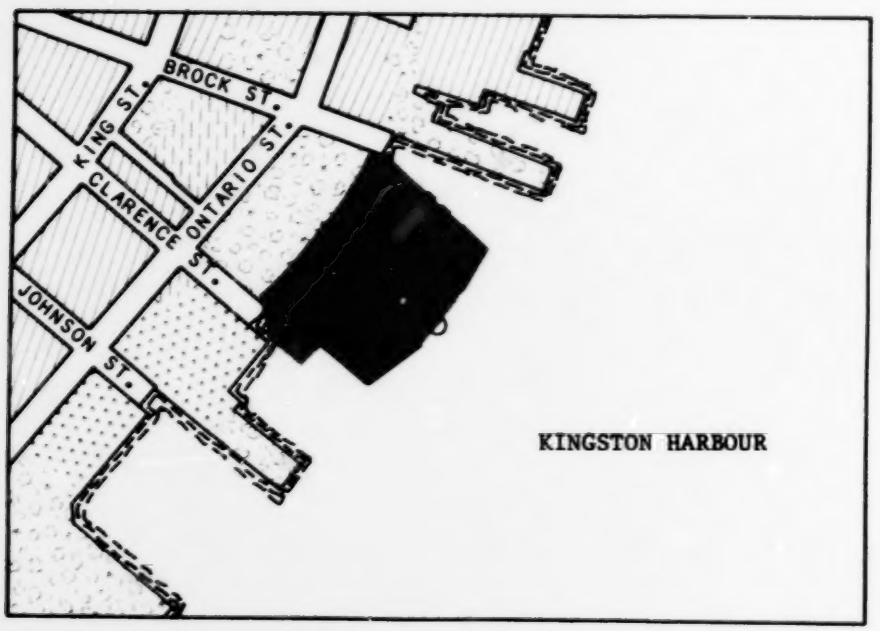
**Surrounding Land Use:** Vacant, residential, commercial, industrial and park

**CRPI Code:** 35 10 011 35 063 DPW 009461

The site is being developed by the City and the Kingston Marine Museum into a waterfront park and the "Marine Museum of the Great Lakes". The museum is filled with marine artifacts and has approximately 8,000 visitors annually. The exhibits are open for viewing during the tourist season from mid-May to mid-October, while the office and marine reference library are open year round. Both the pumphouse and the dry dock, which are the original structures, are designated as a National Historic Site.

**Figure 39**

**DFO CONFEDERATION BASIN**
**MPO BASSIN DE LA CONFÉDÉRATION**

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| RESIDENTIAL / RÉSIDENTIEL | | INSTITUTIONAL / INSTITUTIONNEL | |
| COMMERCIAL / COMMERCIAL | | OPEN SPACE & RECREATION / ESPACE VERT & RÉCRÉATION | |

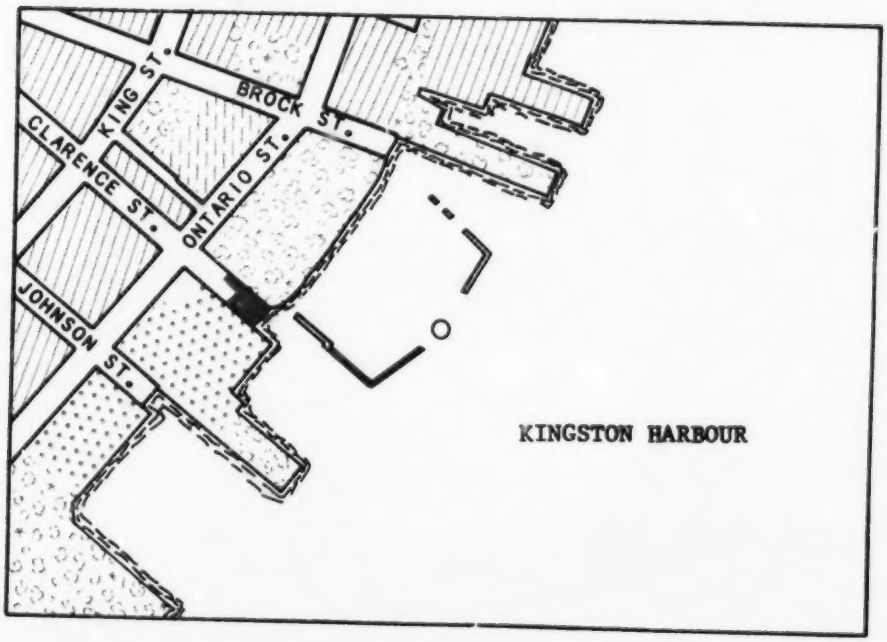
### 4.2.39 DFO Confederation Basin

| | | |
|---|---|---|
| **Location:** | East of Ontario Street between Clarence and Brock Streets, City of Kingston | |
| **Site:** | Area: | 1.68 ha (land and water) |
| | Acquisition dates: | 1870 (DND), 1924 (INA), 1968 (TC), 1979 (DFO) |
| | Zoning Designation: | general recreation park, harbour open space |
| | Access: | poor by car and public transit |
| | Use: | public wharves |
| **Structures:** | Number: | 2 |
| | Use: | breakwaters |
| | Construction date: | 1968 |
| **Surrounding Land Use:** | open space, residential | |
| **CRPI Code:** | not available | |

The City of Kingston leases the property from DFO for use as a public marina providing a service for visiting small craft.

**Figure 40**

**DOE(PC) FOOT OF CLARENCE STREET**
**EC(PC) BAS DE LA RUE CLARENCE**

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| FEDERAL PROPERTY | PROPRIÉTÉ FÉDÉRALE | INDUSTRIAL | INDUSTRIEL |
| RESIDENTIAL | RÉSIDENTIEL | INSTITUTIONAL | INSTITUTIONNEL |
| COMMERCIAL | COMMERCIAL | OPEN SPACE & RECREATION | ESPACE VERT & RÉCRÉATION |

**4.2.40 EC(PC)* Foot of Clarence Street**

| | | |
|---|---|---|
| **Location:** | At the end of Clarence Street, adjacent to Kingston Harbour. | |
| **Site:** | Area: | 0.09 ha (approx.) |
| | Acquisition dates: | 1870 (DND); 1924 (INA) |
| | Zoning Designation: | not zoned |
| | Use: | public street and municipal parking |
| **Surrounding Land Use:** | waterfront recreation and residential | |
| **CRPI Code:** | not available | |

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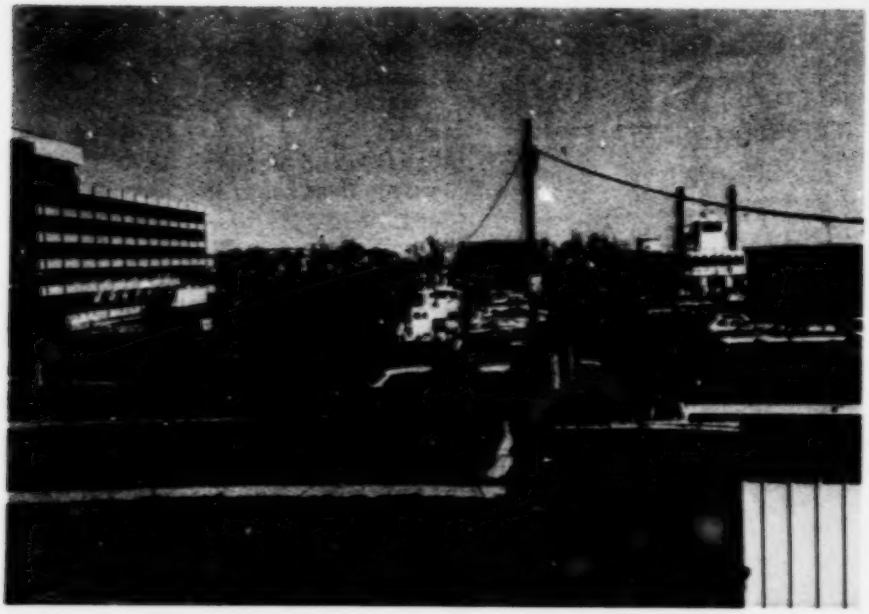
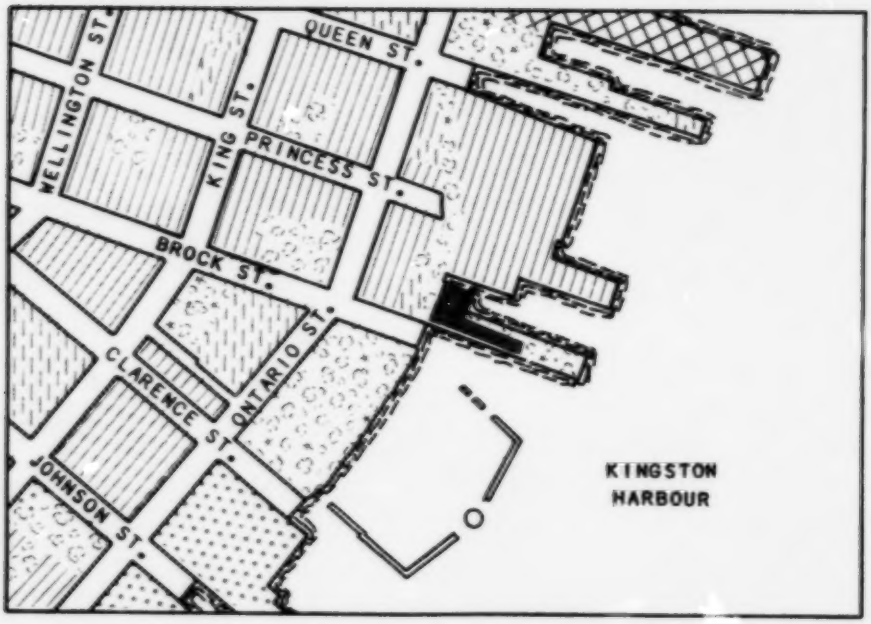
* To be transferred to DFO. TBAC-FLM approval of the transfer was granted January 19, 1983.

**Figure 41**

**PWC CRAWFORD DOCK (BROCK STREET WHARF)**
**TPC BASSIN CRAWFORD (QUAI DE LA RUE BROCK)**



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| FEDERAL PROPERTY | PROPRIÉTÉ FÉDÉRALE | INDUSTRIAL | INDUSTRIEL |
| RESIDENTIAL | RÉSIDENTIEL | INSTITUTIONAL | INSTITUTIONNEL |
| COMMERCIAL | COMMERCIAL | OPEN SPACE & RECREATION | ESPACE VERT & RÉCRÉATION |

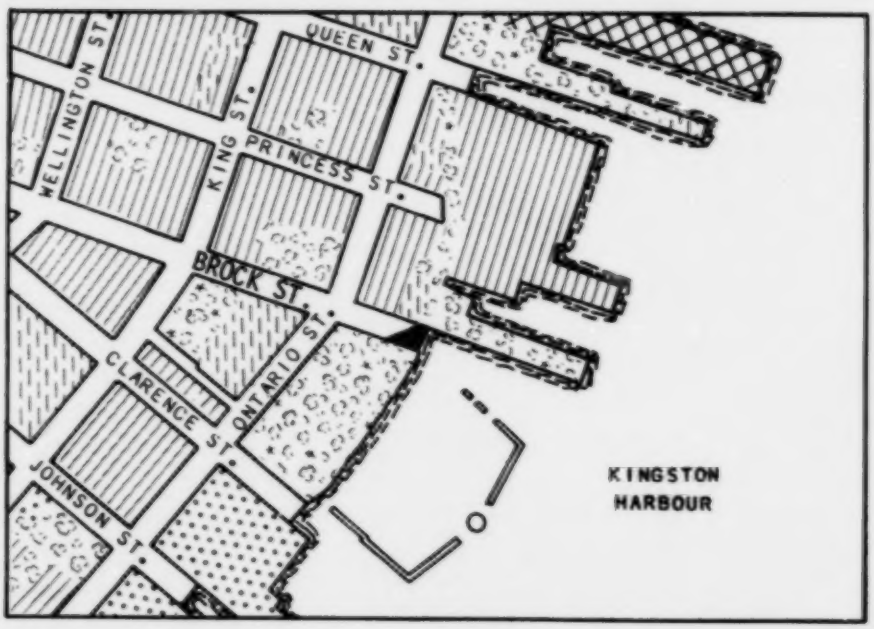
### 4.2.41 PWC Crawford Dock (Brock Street Wharf)

| | | |
|---|---|---|
| **Location:** | foot of Brock Street | |
| **Site:** | Area: | 0.12 ha owned by PWC<br>0.26 total ha administered by TC |
| | Acquisition date: | 1950 |
| | Zoning Designation: | commercial |
| | Access: | good by car and public transit |
| | Use: | boat docking |
| | Parking: | available on site |
| **Surrounding Land Use:** | open space, institutional, harbour and commercial | |
| **CRPI Code:** | not available | |

Crawford Wharf is a public dock available for the mooring of tourist craft and commercial boats. The number of commercial boats unloading at Crawford Dock has been decreasing due to the decline in importance of Kingston as a shipping centre.

**Figure 42**

**DOE(PC) FOOT OF BROCK STREET**
**EC(PC) BAS DE LA RUE BROCK**

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| RESIDENTIAL | RÉSIDENTIEL | INSTITUTIONAL | INSTITUTIONNEL |
| COMMERCIAL | COMMERCIAL | OPEN SPACE & RECREATION | ESPACE VERT & RÉCRÉATION |

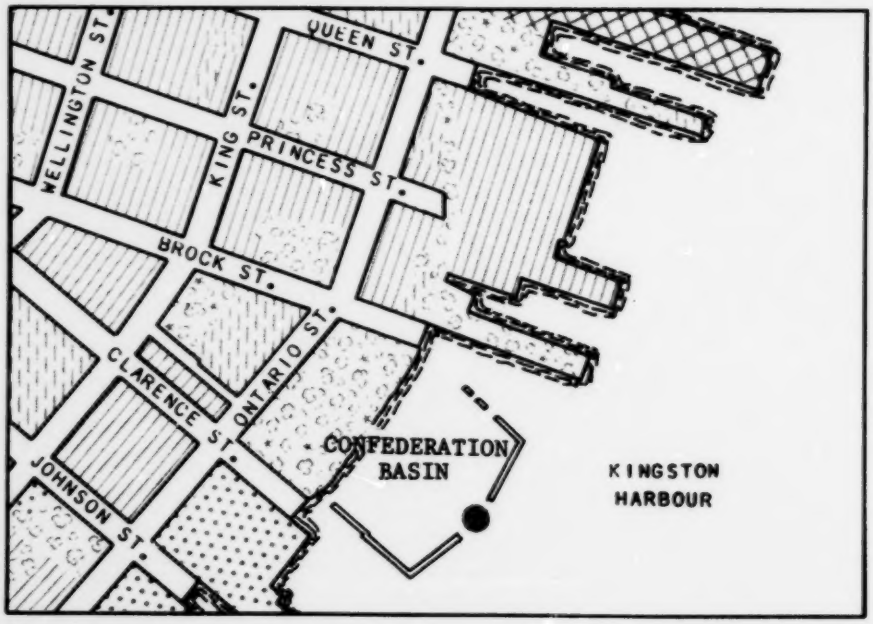
### 4.2.42 EC(PC)* Foot of Brock Street

| | | |
|---|---|---|
| **Location:** | At the end of Brock Street, near the Brock Street Wharf | |
| **Site:** | Area: | 0.054 ha (approx.) |
| | Acquisition date: | 1870 (DND); transferred to INA 1924 |
| | Zoning Designation: | not zoned |
| **Structure:** | Number: | one |
| | Use: | ticket booth for the "Island Queen" tour boat |
| **Surrounding Land Use:** | waterfront recreation, commercial and institutional | |
| **CRPI Code:** | not available | |

* To be transferred to TC. TBAC-FLM approval of transfer was granted January 19, 1982

**Figure 43**

**DOE(PC) MARTELLO SHOAL TOWERS NHS**
**EC(PC) TOUR MARTELLO SHOAL, LIEU NATIONAL HISTORIQUE**

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| RESIDENTIAL | RÉSIDENTIEL | INSTITUTIONAL | INSTITUTIONNEL |
| COMMERCIAL | COMMERCIAL | OPEN SPACE & RECREATION | ESPACE VERT & RÉCRÉATION |

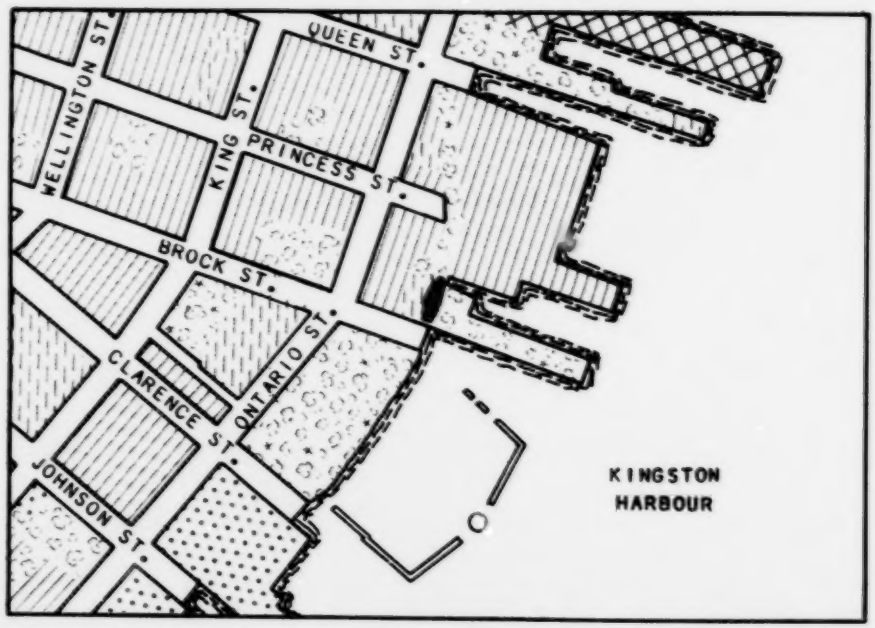
### 4.2.43 EC(PC) Martello Shoal Tower National Historic Site

| | | |
|---|---|---|
| **Location:** | Confederation Basin, Kingston Harbour | |
| **Site:** | Area: | 0.081 ha (51 per cent water) |
| | Acquisition dates: | 1870 (DND); 1924 (INA) |
| | Zoning Designation: | harbour open space |
| | Access: | surrounded by water, visible from Confederation Park |
| **Structures:** | Number: | 1 |
| | Use: | historic structure for viewing |
| | Area: | 297 $m^2$ |
| | Construction date: | 1846 |
| | Heritage Status: | National Historic Site |
| **Surrounding Land Use:** | waterfront recreation, commercial and residential | |
| **CRPI Code:** | 35 10 009 026 063 IAN 209479 | |

The Shoal Tower is one of six martello towers built during the Oregon Crisis in 1846-47 to defend the city, dockyards and Rideau Canal. It is located in Kingston Harbour on a shoal 50 m from the shoreline of Confederation Park. Parks Canada owns and administers a circular area including the tower and six metres of surrounding water. Located in Confederation Basin (see 4.2.39), the Shoal Tower forms an integral part of a recreational/ historical complex which is the focal point of Kingston's downtown waterfront.

**Figure 44**

**TC HARBOUR MASTER'S OFFICE**
**TC BUREAU DU MAÎTRE DU PORT**

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| COMMERCIAL | COMMERCIAL | OPEN SPACE & RECREATION | ESPACE VERT & RÉCRÉATION |

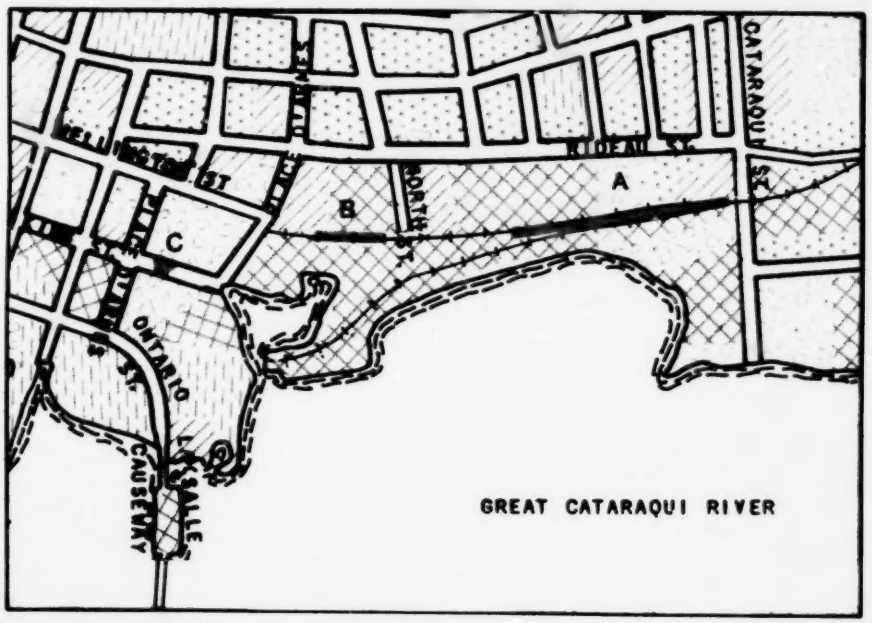
### 4.2.44 TC Harbour Master's Office

| | | |
|---|---|---|
| **Location:** | Foot of Brock Street, near the Brock Street Wharf | |
| **Site:** | Area: | 0.093 ha |
| | Acquisition dates: | 1950 (PWC); transferred to TC in 1969 |
| | Zoning Designation: | commercial |
| | Access: | excellent by car and public transit |
| | Parking: | adequate |
| **Structures:** | Number: | 1 |
| | Use: | Harbour Master's office |
| | Area: | 44.4 $m^2$ |
| | Construction date: | not available |
| | Storeys: | 1 |
| **CRPI Code:** | not available | |

This property is located adjacent to the EC(PC) foot of Brock Street (see 4.2.42) and 9 metres north of PWC Crawford Wharf (see 4.2.41). The site presently includes a small wooden frame building used as an office for the Harbour Master.

**Figure 45**

**PWC PLACE D'ARMES VACANT LANDS**
**TPC TERRAINS VACANTS DE LA PLACE D'ARMES**




SCALE / ECHELLE 1:10000

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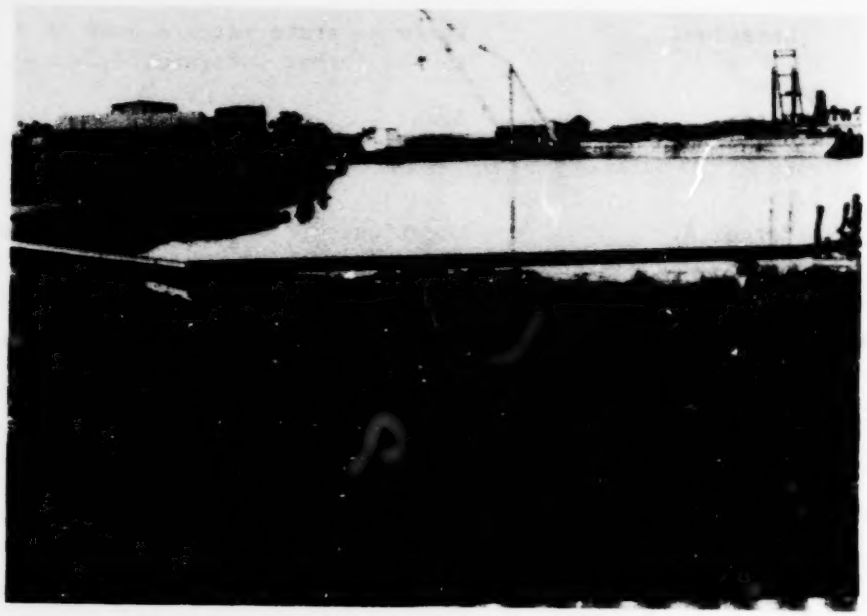
| FEDERAL PROPERTY / PROPRIÉTÉ FÉDÉRALE | | INDUSTRIAL / INDUSTRIEL | |
| RESIDENTIAL / RÉSIDENTIEL | | INSTITUTIONAL / INSTITUTIONNEL | |
| COMMERCIAL / COMMERCIAL | | OPEN SPACE & RECREATION / ESPACE VERT & RÉCRÉATION | |

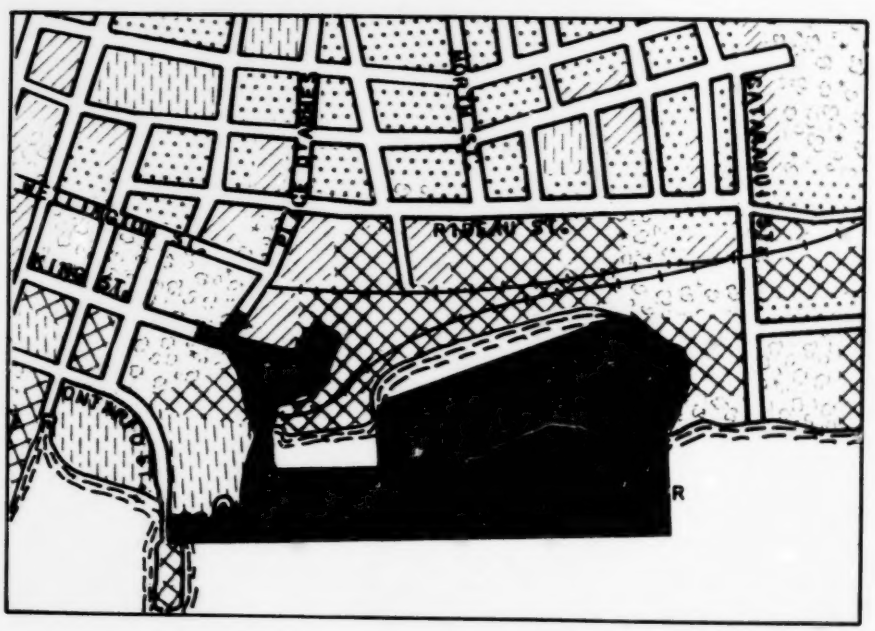
### 4.2.45 PWC Place d'Armes Vacant Lands

| | | |
|---|---|---|
| **Location:** | Three separate parcels east of Rideau St. in the former Cataraqui Ordnance Waterlot | |
| **Site:** | Area: | 0.61 ha (app.) |
| | Acquisition date: | 1975 - transferred to PWC from TC |
| **Parcel A:** | Location: | south of Cataraqui Street |
| | Area: | 4808 $m^2$ (app.) |
| | Use | CN Railway |
| | Zoning Designation: | industrial and water front industrial |
| | Accessibility: | good by car; site fronts on Cataraqui St. |
| | Surrounding Land Use: | industrial, commercial, residential and vacant |
| **Parcel B:** | Location: | between North and Bay Streets |
| | Area: | 604 $m^2$ (app.) |
| | Use: | vacant |
| | Zoning designation: | waterfront industrial |
| | Accessibility: | poor, surrounded by private property |
| | Surrounding Land Use: | industrial, vacant, commercial |
| **Parcel C:** | Location: | foot of King St. East |
| | Area: | 747 $m^2$ (app.) |
| | Use: | vacant |
| | Zoning designation: | street |
| | Accessibility: | good; fronts on King Street East |
| | Surrounding Land Use: | vacant |
| **CRPI Code:** | 35 10 011 35 063 DPW 009471 | |

**Figure 46**

**DOE(PC) CATARAQUI WATERLOT (CLASS II ORDNANCE LANDS)**
**EC(PC) LOT DE GRÈVE DE CATARAQUI (CLASSE II TERRAINS MILITAIRES)**






SCALE / ECHELLE 1:9400

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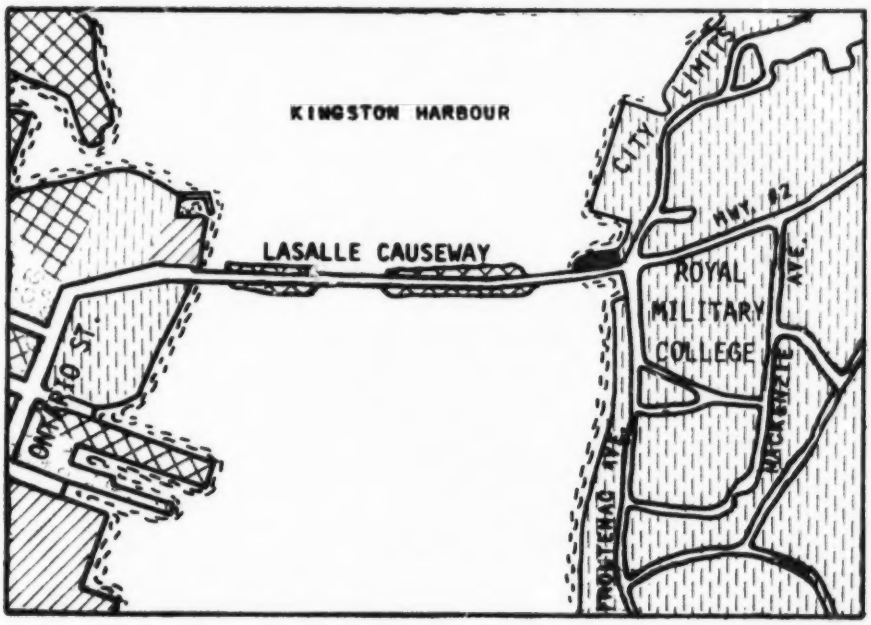
| FEDERAL PROPERTY | PROPRIÉTÉ FÉDÉRALE | INDUSTRIAL | INDUSTRIEL |
| RESIDENTIAL | RÉSIDENTIEL | INSTITUTIONAL | INSTITUTIONNEL |
| COMMERCIAL | COMMERCIAL | OPEN SPACE & RECREATION | ESPACE VERT & RÉCRÉATION |

### 4.2.46 TC Cataraqui Waterlot (Class II Ordnance Lands)

| | | |
|---|---|---|
| **Location:** | The west side of the Great Cataraqui River between Cataraqui Street and the LaSalle Causeway | |
| **Site:** | Area: | 13.6 ha (app.) |
| | Acquisition dates: | became ordnance in 1845; transferred from DND to INA in 1879 and 1927; transferred from EC(PC) to TC 1981 |
| | Zoning Designation: | harbour open space and waterfront industrial |
| **Surrounding Land Use:** | industrial, institutional, harbour and open space | |
| **CRPI Code:** | not available | |

Figure 47

PWC FORMER CATARAQUI BRIDGE AND APPROACHES
TPC ANCIEN PONT CATARAQUI ET APPROCHES




SCALE / ECHELLE 1:8500

FEDERAL PROPERTY / PROPRIÉTÉ FÉDÉRALE
RESIDENTIAL / RÉSIDENTIEL
COMMERCIAL / COMMERCIAL
INDUSTRIAL / INDUSTRIEL
INSTITUTIONAL / INSTITUTIONNEL
OPEN SPACE & RECREATION / ESPACE VERT & RÉCRÉATION

### 4.2.47 PWC Former Cataraqui Bridge and Approaches

**Location:** Spanning the Great Cataraqui River from Ontario Street, City of Kingston, to Highway #2, Township of Pittsburgh

**Site:**
Area: not available
Acquisition date: 1912
Zoning Designation: harbour open space

**Surrounding Land Use:** harbour

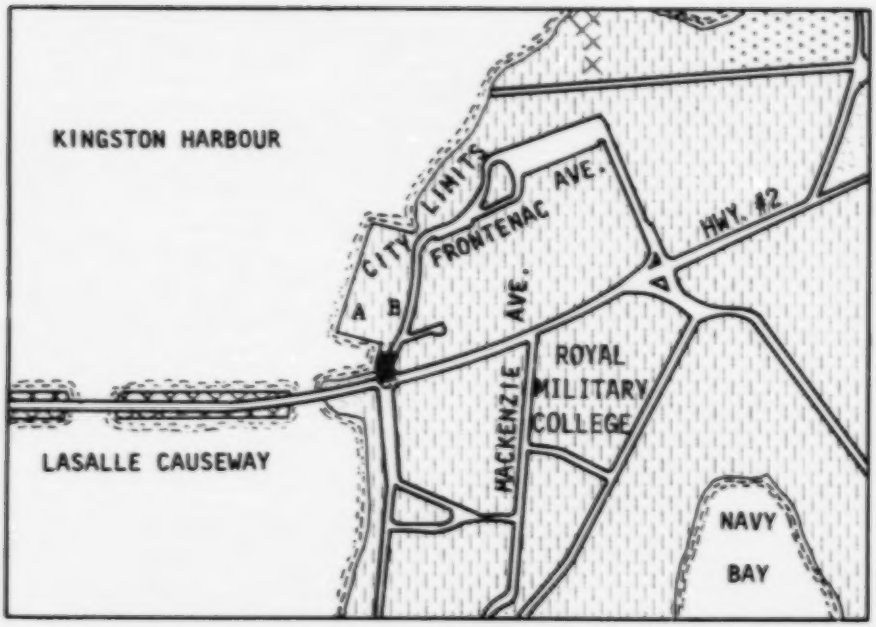
**CRPI Code:** 35 10 011 35 063 DPW 009462

In 1912, the City of Kingston granted "all their right, title and interest in and to the said bridge, its approaches and appurtenances" to the Federal Crown.

Figure 48

PWC FORMER BRIDGE TENDER'S SITE
TPC ANCIENNE RÉSIDENCE DU GARDIEN DU PONT

PHOTO NOT AVAILABLE/PHOTOGRAPHIE NON DISPONIBLE




SCALE / ECHELLE 1:8500

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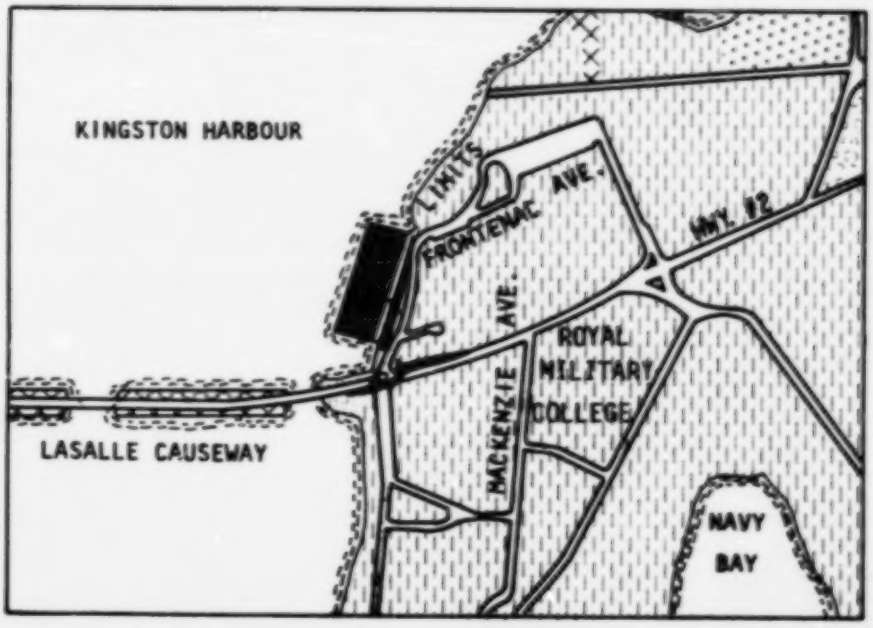
| FEDERAL PROPERTY / PROPRIÉTÉ FÉDÉRALE | | INDUSTRIAL / INDUSTRIEL | |
| RESIDENTIAL / RÉSIDENTIEL | | INSTITUTIONAL / INSTITUTIONNEL | |
| COMMERCIAL / COMMERCIAL | | OPEN SPACE & RECREATION / ESPACE VERT & RÉCRÉATION | |

### 4.2.48 PWC Former Bridge Tender's Site

| | | |
|---|---|---|
| **Location:** | Eastern end of LaSalle Causeway, on Highway #2, Township of Pittsburgh | |
| **Site:** | Area: | 0.12 ha |
| | Acquisition date: | 1915 |
| | Use: | northern half - entrance road to the RMC recreational area north of Highway 2<br>southern half - provincial highway |
| | Zoning Designation: | institutional and highway |
| **Surrounding Land Use:** | institutional (RMC), highway and harbour | |
| **CRPI Code:** | 35 10 011 35 063 DPW 009459 | |

Figure 49

PWC INNER HARBOUR DOCK AND 1968 BRIDGE APPROACH
TPC BASSIN INTÉRIEUR DU PORT ET 1968 APPROCHE DU PONT




SCALE / ECHELLE 1:8500

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|---|---|---|---|
| FEDERAL PROPERTY / PROPRIÉTÉ FÉDÉRALE | | INDUSTRIAL / INDUSTRIEL | |
| RESIDENTIAL / RÉSIDENTIEL | | INSTITUTIONAL / INSTITUTIONNEL | |
| COMMERCIAL / COMMERCIAL | | OPEN SPACE & RECREATION / ESPACE VERT & RÉCRÉATION | |

### 4.2.49 PWC Inner Harbour Dock and 1968 Bridge Approach

| | | |
|---|---|---|
| **Location:** | Three parcels of land located at the eastern end of the LaSalle Causeway in the City of Kingston (Parcel A) and the Township of Pittsburgh (Parcels B and C) | |
| **Site:** | Area: | 1.03 ha (total) |
| | Owner/Administrator: | PWC/DND (Parcels A&B)<br>PWC/PWC (Parcel C) |

**A. Inner Harbour Dock**

| | |
|---|---|
| Area: | 0.88 ha (waterlot) |
| Acquisition date: | 1939 (from TC) |
| Zoning designation: | water-related recreation area boat |
| Use: | mooring and training of military reserve personnel |
| **Structures:** Number: | 1 |
| Area: | 2005 $m^2$ |
| Use: | Storage and training |
| Construction date: | not available |

**B. Access to Inner Harbour Dock**

| | |
|---|---|
| **Site:** Area: | 0.08 ha (land) |
| Acquisition date: | 1938 (from DND) |
| Zoning designation: | institutional and highway |
| Use: | part of RMC and part of Highway #2 |

**C. 1968 Bridge Approach**

| | |
|---|---|
| **Site:** Area: | 0.07 ha (land and water) |
| Acquisition date: | 1968 (from DND) |
| Zoning designation: | highway |
| Use: | part of provincial Highway #2 |

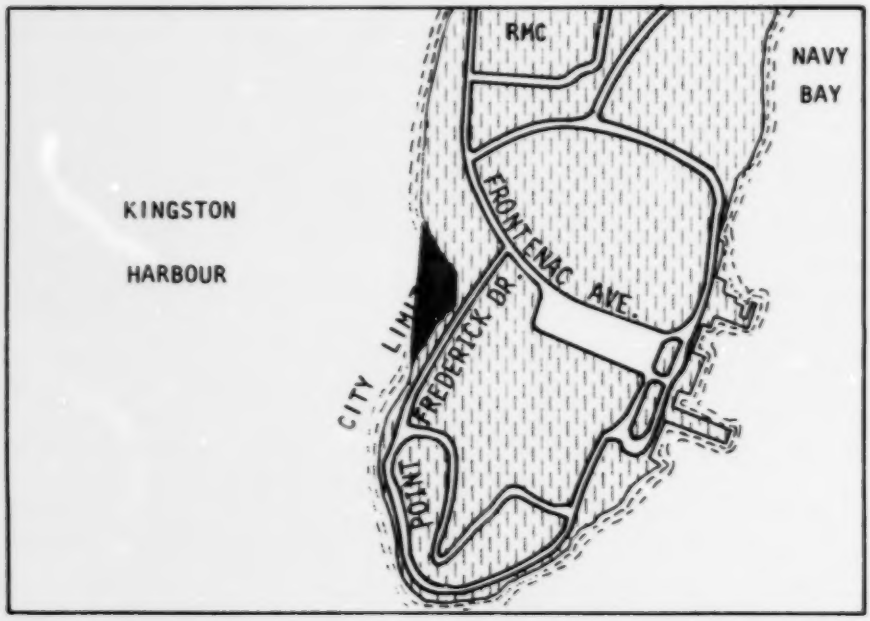
**Surrounding Land Use:** RMC, harbour, highway

**CRPI Code:** 35 10 011 35 063 DPW 009460

**Figure 50**

**TC FILLED WATERLOT**
**TC LOT DE GRÈVE REMPLI**

PHOTO NOT AVAILABLE/PHOTOGRAPHIE NON DISPONIBLE




SCALE / ECHELLE 1:8500

| | | | |
|---|---|---|---|
| FEDERAL PROPERTY | PROPRIÉTÉ FÉDÉRALE | INDUSTRIAL | INDUSTRIEL |
| RESIDENTIAL | RÉSIDENTIEL | INSTITUTIONAL | INSTITUTIONNEL |
| COMMERCIAL | COMMERCIAL | OPEN SPACE & RECREATION | ESPACE VERT & RÉCRÉATION |

### 4.2.50 TC Filled Waterlot

| | |
|---|---|
| **Location:** | Part of Kingston Harbour (defined by Ontario Harbours Agreement, 1955), south of LaSalle Causeway adjacent to RMC |
| **Site:** | Area: 0.46 ha<br>Acquisition date: 1867<br>cost: nil<br>Zoning Designation: harbour open space<br>Use: vacant |
| **Surrounding Land Use:** | institutional, harbour |
| **CRPI Code:** | Part of 35 10 011 35 063 MOT 122905 (Kingston Harbour) |

## APPENDIX A

### FEDERAL DEPARTMENT AND AGENCY ABBREVIATIONS

| ABBREVIATION | DEPARTMENT TITLE |
|---|---|
| AGR | Agriculture Canada |
| CBC | Canadian Broadcasting Corporation |
| CCG-SAR | Canada Coast Guard - Search and Rescue |
| CEIC | Canada Employment & Immigration Commission |
| CMHC | Canada Mortgage and Housing Corporation |
| CN | Canadian National Railway |
| CSC | Correctional Service Canada |
| DOC | Department of Communications |
| DFO | Department of Fisheries and Oceans |
| DND | National Defence |
| DREE | Regional Economic Expansion |
| DSS | Supply and Services Canada |
| DVA | Veterans' Affairs |
| EC(AES) | Environment Canada (Atmospheric Environment Service) |
| EC(PC) | Environment Canada (Parks Canada) |
| EMR | Energy, Mines and Resources |
| HWC | Health and Welfare Canada |
| INA | Indian and Northern Affairs |
| IT&C | Industry, Trade and Commerce |
| JUS | Justice |
| LAB | Labour Canada |
| NHB | Harbours Board Canada |
| NRC | National Research Council |
| PO | Post Office |
| PWC | Public Works Canada |
| RC-C&E | Revenue Canada, Customs and Excise |
| RC-T | Revenue Canada, Taxation |
| RCMP | Royal Canadian Mounted Police |
| RMC | Royal Military College |
| SLSA | St. Lawrence Seaway Authority |
| SOS | Secretary of State |
| TC | Transport Canada |

## APPENDIX B

## ASC PUBLISHED REPORTS

**NEWFOUNDLAND**

St. John's

**PRINCE EDWARD ISLAND**

Charlottetown

**NOVA SCOTIA**

Halifax-Dartmouth
Sydney

**NEW BRUNSWICK**

Fredericton
Saint John

**QUEBEC**

Lower St. Lawrence
Gaspé, and the Magdalen Islands
Granby
Haut-Saguenay
Lac St-Jean
Lower St. Lawrence
Quebec Urban Community
Sorel
St. Hyacinthe
Valleyfield
Montréal Island/Longeuil

**ONTARIO**

Cornwall
Guelph
Hamilton
Kitchener-Waterloo
London
Metropolitan Toronto
Mid-Seaway Corridor
Mississauga
Niagara Region
North Bay
Oakville
Peterborough
Regional Municipality of Peel
Regional Municipality of Waterloo
Sault Ste. Marie
Sudbury
Thunder Bay
Timmins
Windsor

**MANITOBA**

Winnipeg

**SASKATCHEWAN**

Regina
Saskatoon

**BRITISH COLUMBIA**

Fraser Valley
The Kootenays
Okanagan Region
Vancouver (map only)

**YUKON TERRITORY**

Whitehorse

## APPENDIX C

## GLOSSARY OF TERMS AND ABBREVIATIONS

**CBD** - Central Business District

**CRPI** - Central Real Property Inventory - inventory of all federal real property.

**Economic Life** - The estimated period over which it is anticipated that a property may profitably be utilized. The period over which a property will yield a return on the investment, over and above the economic rent due to land. This period can never exceed and generally is shorter than the physical life of the improvements.

**Excess** - No longer required for operational purposes by a particular department. See "Surplus Property Procedures".

**FLM - Federal Land Management** - FLM policy requires that departments plan their acquisition, use and disposal of lands in a manner consistent with the principle that federal lands should be managed so as to combine the efficient provision of government services with the achievement of wider social, economic and environmental objectives.

**Gross Area** - (Outside Gross) That area measured from the outside surface of the outer building wall to the outside surface of the opposite outer building for the area of each floor, without any deductions for opening which occur within the floor area. Where balconies and mezzanine floors occur within the exterior walls of the building, the actual area of these is measured and included.

**Heritage Designation** - The PWC Heritage Policy applies to all PWC owned structures constructed prior to 1945. Each structure is assessed according to the policy, and when heritage value is present it is designated as follows:

**"Important"** - deserve the most careful attention. These properties require immediate attention. Their exteriors must be returned to or kept at a certain standard and they may contain interior spaces which must be preserved or even reconstructed. They may not be added to in most cases.

**"Preserve"** - will serve well if rehabilitated. Exteriors are to be maintained or restored and most often, interior modification may proceed unhindered. They might be added to with sensitivity.

**"Maintain"** - require no special consideration beyond normal maintenance. This is a holding category for buildings which may find a clearer value in their communities as time goes by.

**"Insignificant"** - no appreciable heritage or social value.

**Monitor** - a recommendation that a property be monitored means that it is to be observed to determine if the problem identified has been solved by the expected action.

**Non-habitable vacant space** - space which, by reason of design and/or condition, cannot be used to satisfy client requirement.

**Property** - generally refers to an area of land plus any structures that may be located thereon.

**Rentable Floor Area** - That area within the outside walls computed by measuring from the inside surface of the outer building wall to the inside surface of the opposite outer building wall, except where the outer building wall consists of 50% or more glass. In the latter case, the area is computed by measuring the innermost inside surface of such glass to the inside surface of the opposite outer building wall or glass, whichever is applicable. The area includes columns and projections necessary to the building structure but excludes Building Service Area (i.e. furnace rooms, public stairs etc.).

**Review** - A recommendation that a property be reviewed means that it is to be re-evaluated at a specific time.

**Surplus Property Procedures** - When a federal department or agency no longer has any use for a property, it completes a "Notice of Excess Crown Property" form, which PWC circulates to other departments. If another department has expressed an interest in acquiring the property, this fact is taken into consideration by PWC which makes a recommendation to TBAC/FLM on the final disposal of the property. When there is no federal interest, if disposal is appropriate, the practice is to give provincial and municipal governments, in that order, an opportunity to acquire the surplus property at current market value.

**Usable Floor Area** - The area within the outside walls measured and computed in the same manner as "Rentable Area" but excluding common use areas which serve the entire floor or building, known as Accessory Area (e.g. washrooms, cafeterias).

**FOOTNOTES**

1. Ministry of Industry and Tourism, "Municipal Profile", 1977
2. Ibid, 1979
3. Ibid, 1977
4. Correctional Services Canada, 1980
5. Alan D. Revill Associates, Municipal Housing Statement of the Township of Kingston, 1979, p. 10
6. MI&T, "Municipal Profile", 1979
7. Alan D. Revill Associates, Municipal Housing Statement of the Township of Kingston, 1979, p. 10
8. Cecil Paré, Commissioner - Kingston Area Economic Development Commission
9. Statistics Canada, 1971 Census of Canada, Ottawa, 1976
10. Ontario Ministry of Transportation and Communications, 1981-86 Strategic Planning Guidelines, March 12, 1976
11. City of Kingston Planning Department, 1980
12. "Norman Rogers Airport: Past-Present-Future", Queens University School of Urban and Regional Planning, 1980
13. G. Utas, June 1979.
14. Ministry of State for Urban Affairs, Kingston Waterfront "Ownership Study", March 1976 (revised)
15. for example; "A Study of the Kingston Waterfront", 1971; and "Mayor's Waterfront Committee Study", 1977.
16. MSUA "Kingston Waterfront Ownership Study" March 1976 (revised)

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Provincial Statutes of Canada, 12 Victoria, Chapter 80, "An Act to repeal the Acts in force in Upper Canada, relative to the Establishment of Local and Municipal Authorities...", May 30, 1849.

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